MUMEYA
Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photo.
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The China Mail.

ESTABLISHED 1845

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East.
Prices (including Postage) to any part of the world $12 per annum.

No. 16.947. 號七月九年七十壹百九千壹英 HONGKONG FRIDAY, SEPTEMBER 7 1917. 巳丁大歲年六國民華中 PRICE, $3.00 Per Month

THORNE'S

OLD VAT No. 4.

SCOTCH WHISKY.

—:o:—

SOLE AGENTS:

A. S. WATSON & Co. Ld.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 616.

G. R.

NOTICE.

ANY EUROPEAN Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE, 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.30 p.m....Every 15 minutes.
5.30 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS' Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS' SON,
General Managers.

NORTH BRITISH & MERCANTILE INSURANCE CO.,
WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.,
and
THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds	3,837,047
III—Life & Annuity Funds	17,567,590
Sinking Fund Account	128,230
	£23,970,367
Revenue Fire Branch	£2,881,456
" Life and Annuity Branches	2,141,593
Revenue Marine Department	837,239
Other Receipts	478,940
	£5,339,228

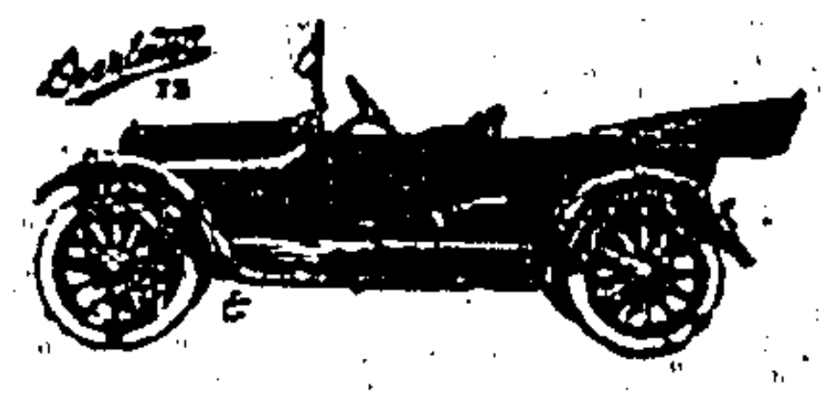
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
8,000 Tons, 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

DRAGON MOTOR CAR CO.
SOLE DISTRIBUTORS FOR THE FAMOUS
HUDSON AND OVERLAND MOTOR CARS
SILENT GREY HARLEY DAVIDSON MOTOR CYCLES



TELEPHONE 482.
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

THE HONGKONG ROPE MANUFACTURING Co., Ld.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
½" to 15" CIRCUMFERENCE.	5" to 15" CIRCUMFERENCE.	3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length
Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co. *General Managers.*
Hongkong, April 11, 1912.

WATSON'S
B
BRANDY.
Superior Old Cognac.
A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS,
Telephone No. 616.

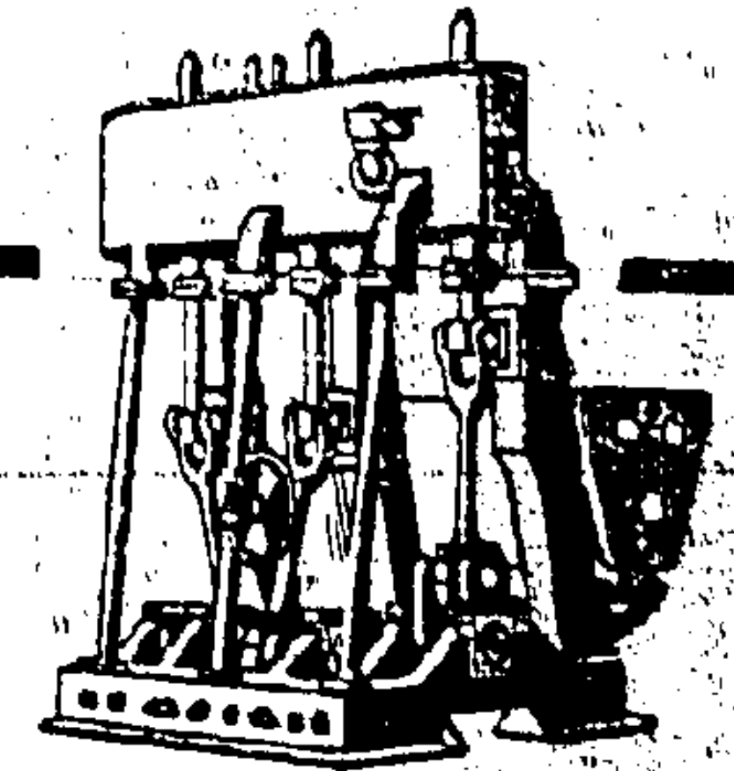
THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Shum-Sui-Po, Kowloon, Hongkong, Telephone No. 9.
Estimates furnished on application.
WONG PING WA, *Manager.*
Hongkong, April 1, 1912.

KING EDWARD HOTEL
Central Location.
ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings, Hot and Cold Water System throughout.
Best of Food and Service.
TELEPHONE 873
TELEGRAPHIC ADDRESS 'VICTORIA.'
J. WITCHELL,
Manager.

FRENCH LESSONS
G. MOUSSION.
15, Morrison Hill Road.

TANG YUK DENTIST, successor of the late SIEN TING,
1, D'AGUILAR STREET.
TERMS VERY MODERATE
Consultation free

BUSINESS NOTICES



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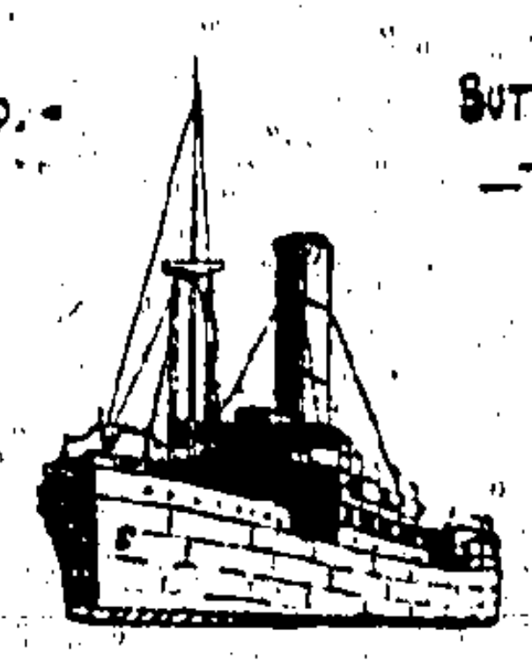
BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY — OF HONGKONG LTD.—
—TELEGRAPHIC ADD.— "TAIKOODOCK"
AGENTS:— BUTTERFIELD & SWIRE —TELEPHONE No. 212—



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In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

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J. H. TAGGART
MANAGER.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP
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A FIRST-CLASS FAMILY RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine; Lounge, Smoking and Ladies rooms, Roof Garden
Terms:—From $5 per day mex. Telegraph add: 'Peaceful.'
P.O. PEUSTER,
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KAIPING COAL
FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE RUSSIAN RETIREMENT.

NEW LINE REACHED.

LONDON, Sept. 6.

A Russian official message, transmitted by wireless, states:—

We are continuing our retirement to the north of the river Aa.

We crossed the Melupe river, in the region of the Pskov road.

We retired to the south-west of Venden and are operating to the east of Riga.

We reached the line Klangsnberg-Moretzberg-Kastnan-Friedrichstadt.

GERMAN REPORT.

LONDON, Sept. 6.

A German official message, transmitted by wireless, states:—

The Russians continue their hasty retreat.

We have taken 7,620 prisoners and much booty, and also 180 guns and 300 machine-guns.

PETROGRAD, Sept. 6.

Military authorities are unable to say what line the Russians will eventually draw. All depends upon the possibility of stopping panic elements in the rear of the Army, which is again fleeing in disorder, while the more valiant units are bearing the brunt of the enemy attack alone.

GERMAN FLEET IN GULF OF RIGA.

PETROGRAD, Sept. 6.

On September 5, a German Fleet appeared in the Gulf of Riga.

The Riga Front has been broken on a width of 36 miles.

The Germans energetically took the offensive throughout yesterday, especially to the north of Ikskull, in in order to cut the Riga-Wenden railway.

AN ERRONEOUS REPORT.

LONDON, Sept. 6.

The evacuation of Dvinsk, cabled yesterday, was based on a misreport.

THE ANTI-REVOLUTION PLOT IN RUSSIA.

PETROGRAD, Sept. 6.

It is officially stated that besides the arrested Grand Dukes, other members of the entourage of the ex-Tsar and certain monarchist politicians are implicated in the anti-revolution plot, of which evidence has been traced, not only in Petrograd, but in Moscow, Kieff, Odessa and even in Siberia.

Large sums, intended for the plot, have been discovered and arrests and searches for incriminating documents continue.

CABINET CRISIS IN FRANCE.

PARIS, Sept. 6.

The Cabinet crisis will probably reach a climax to-morrow.

M. Ribot is expected to attempt the formation of a Cabinet of Public Safety, in which portfolios will be offered to socialists.

EAST AFRICA.

THE ANGLO-BELGIAN ADVANCE.

LONDON, Sept. 6.

A Belgian East African communiqué states:—

Before the converging advance of the Anglo-Belgian columns, the enemy retired to the south bank of the Kilimbero.

An enemy detachment at the river Santo was attacked, on August 24, and driven to the south.

The British and Belgian columns effected a junction at Trakara, on the northern bank of the Kilimbero.

THE WESTERN FRONT.

ENEMY BOMBS MORE HOSPITALS.

LONDON, Sept. 6.

Field-Marshal Sir Douglas Haig reports:—

There were patrol encounters to the east of Fleureaix and to the south-east of St. Julien.

The en[illegible] aircraft bombed three hospita[illegible] day night.

BOMBING OPERATIONS BY BRITISH AIRMEN.

A DAY'S WORK.

LONDON, Sept. 6.

Field-Marshal Sir Douglas Haig reports:—

The following are the details of Tuesday's bombing operations:—

We dropped 24 bombs on billets at Hantay, to the east of Lens, and 30 on neighbouring billets. We also bombed Audenarde railway junction, Audigny-au-Bac ammunition dump, Cambrai station and Carnieres aerodrome. During the night, on Tuesday, we bombed the aerial training school at Valenciennes, an aerodrome near Tournai and a number of railway centres.

THE FRENCH FRONT.

LONDON, Sept. 6.

A French communiqué reports:—

"Our batteries in Champagne are dominating the enemy's artillery which is particularly violent on the sector Butte-du-Mesnil — Main-de-Massiges. We vigorously shelled the enemy front lines, preventing any attack.

The enemy bombed Dunkirk, wounding civilians.

French air squadrons bombed an aerodrome, a railway station and many bivouacs.

LONDON, Sept. 6.

A French communiqué reports:—

"There has been reciprocal artillery activity at various points in Champagne."

GERMAN REPORT.

LONDON, Sept. 6.

A German official message, transmitted by wireless, states:—

"English attacks at Ypres, Poel Capelle and Zonnebeke Road, and a French attack, to the north of Rheims, failed.

We brought down fourteen airmen and one balloon.

We raided, on the night of September 4-5, London, Southend and Margate. One of our machines is missing."

AERIAL WARFARE DEVELOPMENTS.

LONDON, Sept. 6.

During the past week, aerial warfare has made significant developments.

The recent features have been heavier machines belonging to all armies, and a corresponding increase in the number and size of the bombs carried. For example, the enemy bombed hospitals with missles containing over 250 pounds of high explosive.

A number of moonlight air duels occurred and our own planes have recently been flying at night time almost as much as in day time.

The "Archies" have similarly developed. The enemy is now using six inchers and other new anti-aircraft devices, while air barrages are becoming common.

AGITATOR DEBARRED FROM NEW ZEALAND.

WASHINGTON, Sept. 5.

Mr. Larkin will not be allowed to land in New Zealand.

(Continued on Page 5.)

INTIMATIONS

V. R. C.
NIGHT FETE

Saturday Next at 9 p.m.
Members and Ladies... 50 cents.
Non-Members............$1.00
Soldiers and Sailors.... 25 cents.

[2082

WANTED.

YOUNG MAN with experience as TYPIST and STENOGRAPHER required by Shipping Firm. State previous experience and salary required.

Apply— Box 450.
C/o. "CHINA MAIL" Office.

Hongkong, August 1, 17. 1997

NOTICE.

THE ITALIAN CONVENT SCHOOL, Caine Road, and its Kowloon branch, St. Mary's School, will re-open on MONDAY next, 10th instant.

Hongkong, Sept. 6, 1917. 2085

NOTICE.

WE have authorised MR. WILLIAM EDWARD LEONARD SHENTON to sign our firm name as a Partner from the 1st day of September, 1917.

DEACON, LO[illegible]KER, DEACON [illegible]ARSTON.

Hongkong, Sept. 1, [illegible] 2077

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY the 29th of September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 29th September, both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.

Hongkong, Sept. 5, 1917. 2083

NATIONAL BANK OF CHINA, LIMITED (IN LIQUIDATION).
(Incorporated in England.)

UNREDEEMED BANK NOTES.

NOTICE IS HEREBY GIVEN that any OUTSTANDING NOTES will be paid on presentation to the undersigned on or before SATURDAY, 29th September, 1917, at NOON.

AFTER THAT DATE, holders will find it necessary to claim repayment in STERLING from the BOARD OF TRADE, LONDON, to whom the necessary funds will be remitted.

THE BOARD OF TRADE make a charge for payment of claims out of monies deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.

A. R. LOWE,
Liquidator.

Chartered Bank Building.
Hongkong, August 17, 1917. 2040

COMIC REGAL RECORDS
BY
BILLY WILLIAMS

6004 { I've found Kelly ... / You're the one ...
6006 { I wish it was Sunday night / I do wish that I was a Lady's man
6008 { My lass from Glasgow Town / I never heard Father laugh so much before
6643 { It's a grand old song—Home Sweet Home / The Kangaroo Hop ...
6647 { Mister John Mackenzie O' / I come Fra' Scotland ...

ANDERSON MUSIC CO., LTD
16, Des Voeux Road. TEL. 1322.

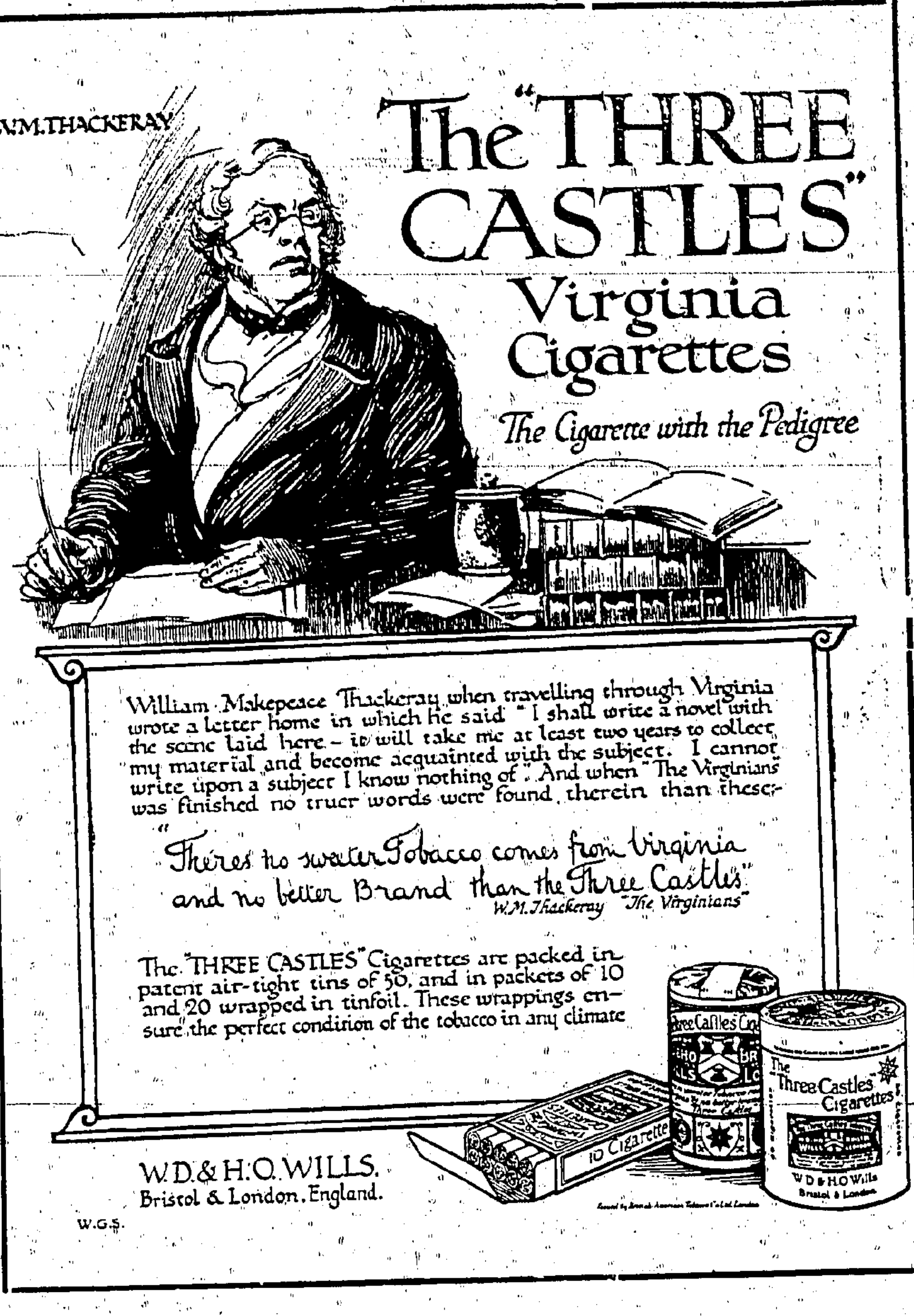
DAIRY FARM NEWS.

CORNED BEEF
AND
CORNED PORK.

PUT UP IN KEGS AND BARRELS
FOR
EXPORT OR STEAMERS USE.

66

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOUR, &C.
SOLD BY LEADING CHEMISTS—PRICE IN ENGLAND 2/9
[illegible] TO DR. LE CLERC MED. CO. HAVERSTOCK RD., HAMPSTEAD, LONDON. TRY NEW DRAGEE (TASTELESS) FORM OF
A CURE FOR YOU
EASY TO TAKE SAFE AND LASTING CURE
THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON [illegible] GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.



W.M. THACKERAY

The "THREE CASTLES" Virginia Cigarettes

The Cigarette with the Pedigree

William Makepeace Thackeray when travelling through Virginia wrote a letter home in which he said "I shall write a novel with the scene laid here – it will take me at least two years to collect my material and become acquainted with the subject. I cannot write upon a subject I know nothing of." And when "The Virginians" was finished no truer words were found therein than these:—

"There's no sweeter Tobacco comes from Virginia and no better Brand than the Three Castles."
W. M. Thackeray "The Virginians"

The "THREE CASTLES" Cigarettes are packed in patent air-tight tins of 50, and in packets of 10 and 20 wrapped in tinfoil. These wrappings ensure the perfect condition of the tobacco in any climate.

W. D. & H. O. WILLS.
Bristol & London, England.

W.G.S.

THE VICTORY OF THE ANCRE

SIR D. HAIG'S REVIEW OF THE OPERATIONS.

The Commander-in-Chief's full despatch giving the story of the German retreat on the Ancre, dated ~~May 31st~~, was published at the end of June.

The following is part of the opening paragraph of the Despatch :—

The operations on the Ancre, however, as well as the minor enterprises and raids to which reference has been made, were carried out as intended. Besides gaining valuable position and observation by local attacks in the neighbourhood of Bouchavesnes, Sailly-Saillisel, and Grandcourt, these raids and minor enterprises were the means of inflicting heavy casualties on the enemy, and contributed very appreciably to the total 5,284 prisoners taken from him in the period under review.

We quote below the "general review" with which the Despatch closes :—

Certain outstanding features of the past five months' fighting call for brief comment before I close this report.

In spite of a season of unusual severity, a winter campaign has been conducted to a successful issue under most trying and arduous conditions. Activity on our battlefront has been maintained almost without a break from the conclusion of last year's offensive to the commencement of the present operations. The successful accomplishment of this part of our general plan has already enabled us to realize no inconsiderable instalment of the fruits of the Somme Battle, and has gone far to open the road to their full achievement. The courage and endurance of our troops has carried them triumphantly through a period of fighting of a particularly trying nature, in which they have been subjected to the maximum of personal hardship and physical strain. I cannot speak too highly of the qualities displayed by all ranks of the Army.

I desire also to place on record here my appreciation of the great skill and energy displayed by the Army Commanders under whose immediate orders the operations described above were carried out. The ability with which the troops in the Ancre area were handled by General Sir Hubert Gough, and those further south, on our front from Le Transloy to Roye, by General Sir Henry Rawlinson, was in all respects admirable.

The retreat to which the enemy was driven by our continued success reintroduced on the Western front conditions of warfare which had been absent from that theatre since the opening months of the war. After more than two years of trench warfare considerable bodies of our troops have been engaged under conditions approximating to open fighting, and cavalry has been given an opportunity to perform its special duties. Our operations south of Arras during the latter half of March are, therefore, of peculiar interest, and the results achieved by all arms have been most satisfactory. Although the deliberate nature of the enemy's withdrawal enabled him to choose his own ground for resistance, and to employ every device to inflict losses on our troops, our casualties, which had been exceedingly moderate throughout the operations on the Ancre, during the period of the retreat became exceptionally light. The prospect of a more general resumption of open fighting can be regarded with great confidence.

The systematic destruction of roads, railways, and bridges in the evacuated area made unprecedented demands upon the Royal Engineers, already heavily burdened by the work entailed by the preparations for our spring offensive. Our steady progress, in the face of the great difficulties confronting us, is the best testimony to the energy and thoroughness with which those demands were met.

The bridging of the Somme at Brie, to which reference has already been made, is an example of the nature of the obstacles with which our troops were met and of the rapidity with which those obstacles were overcome. In this instance six gaps had to be bridged across the canal and river, some of them of considerable width and over a swift-flowing stream. The work was commenced on the morning of the 18th March, and was carried out night and day in three stages. By 10 p.m. on the same day foot-bridges for infantry had been completed, as already stated. Medium type bridges for horse transport and cavalry were completed by 5 a.m. on the 20th March, and 2 p.m. on the 28th March, or four and half days after they had begun, heavy bridges capable of taking all forms of traffic had taken the place of the lighter type. Medium type deviation bridges were constructed as the heavy bridges were begun, so that from the time the first bridges were thrown across the river traffic was practically continuous.

Throughout the past winter the question of transport, in all its forms, has presented problems of a most serious nature, both in the battle area and behind the lines. On the rapid solution of these problems the success or failure of our operations necessarily largely depended.

At the close of the campaign of 1916 the steady growth of our Armies and the rapid expansion of our material resources had already taxed to the utmost the capacity of the roads and railways then at our disposal. Existing broad and narrow gauge railways were insufficient to deal with the increasing volume of traffic, an undue proportion of which was thrown upon the roads. As winter conditions set in these rapidly deteriorated, and the difficulties of maintenance and repair became almost overwhelming. An increase of railway facilities of every type and on a large scale was therefore imperatively and urgently necessary to relieve the roads. For this purpose rails, material, and rolling stock were required immediately in great quantities while at a later date our wants in these respects were considerably augmented by a large programme of new construction in the area of the enemy's withdrawal.

The task of obtaining the amount of railway material required to meet the demands of our Armies, and of carrying out the work of construction at the rate rendered necessary by our plans, in addition to providing labour and material for the necessary repair of roads, was one of the very greatest difficulty. Its successful accomplishment reflects the highest credit on the Transportation Service, of whose efficiency and energy I cannot speak too highly. I desire to acknowledge in the fullest manner the debt that is owed to all who assisted in meeting a most difficult situation, and especially to Major-General Sir Eric Geddes, Director-General of Transportation, to whose great ability, organizing power, and energy the results achieved are primarily due. I am glad to take this opportunity also to acknowledge the valuable assistance given to us by the Chemin de Fer du Nord, by which the work of the Transportation Service was greatly facilitated.

I wish also to place on record here the fact that the successful solution of the problem of railway transport would have been impossible had it not been for the patriotism of the railway companies at home and in Canada. They did not hesitate to give up the locomotives and rolling stock required to meet our needs, and even to tear up track in order to provide us with the necessary rails. The thanks of the Army are due also to those who have accepted so cheerfully the inconvenience caused by the consequent diminution of the railway facilities available for civil traffic.

The various other special services, to the excellence of whose work I was glad to call attention in my last Dispatch, have continued to discharge their duties with the same energy and efficiency displayed by them during the Somme Battle, and have rendered most valuable assistance to our artillery and infantry.

I desire also to repeat the well-merited tribute paid in my last Dispatch to the different Administrative Services and Departments. The work entailed by the double task of meeting the requirements of our winter operations and preparing for our next offensive was very heavy, demanding unremitting labour and the closest attention to detail.

The fighting on the Ancre and subsequent advance made large demands upon the devotion of our Medical Service. The health of the troops during the period covered by this Dispatch has been satisfactory, notwithstanding the discomfort and exposure to which they were subjected during the extreme cold of the winter especially in the areas taken over from the enemy.

The loyal co-operation and complete mutual understanding that prevailed between our Allies and ourselves throughout the Somme Battle have been continued and strengthened by the events of the past winter and in particular by the circumstances attending the enemy's withdrawal. During the latter part of the period under review, a very considerable tract of country has been won back to France by the combined efforts of the Allied troops. This result is regarded with lively satisfaction by all ranks of the British Armies in France. At the same time I wish to give expression to the feelings of deep sympathy and profound regrets provoked among us by the sight of the destruction that war has wrought in a once fair and prosperous countryside.

COUGHING INTO CONSUMPTION

"Only a Cough" but you stop it while it is ONLY a cough.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

The finest preparation made for combating severe coughs. CURES any cough that is only a cough. Very palatable.

OF ALL CHEMISTS

PRICES: $1.25 and $2.25.

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WATCHMAKERS & JEWELLERS.

Hotel Mansions.

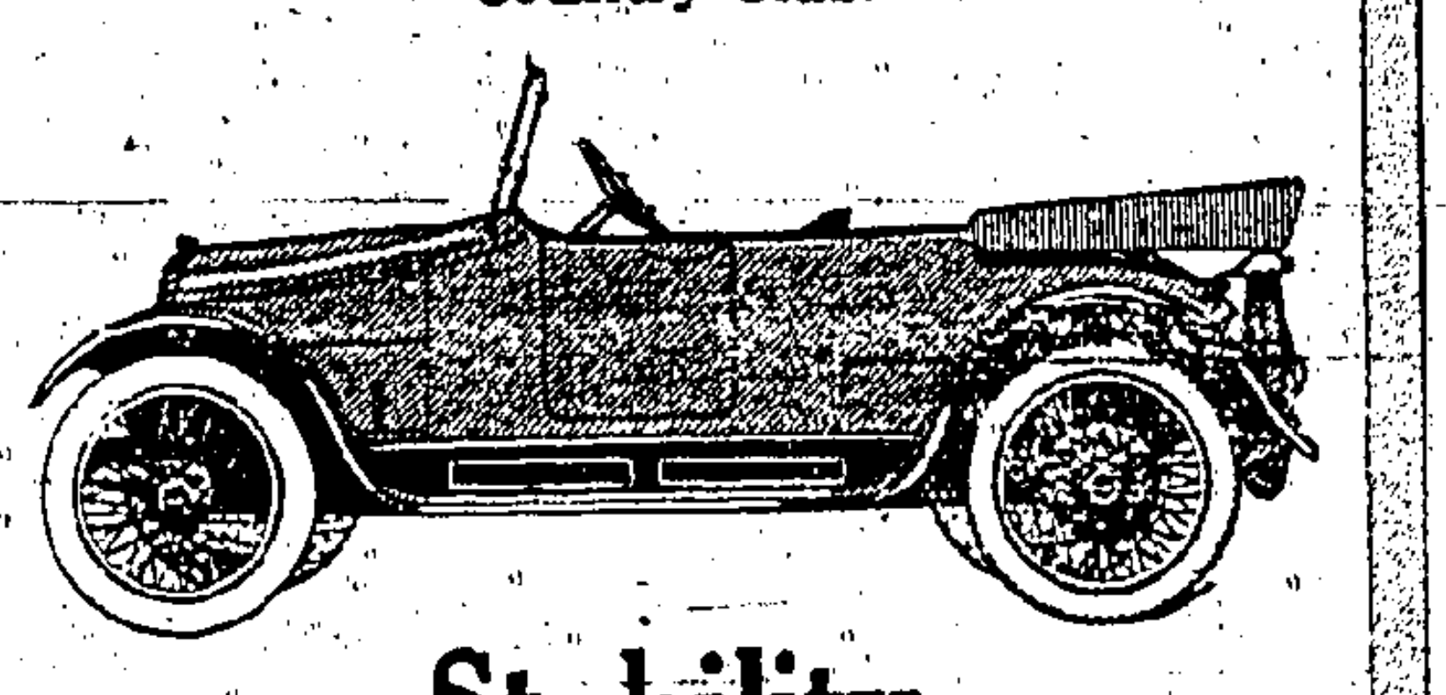
Agents for ADMIRALTY CHARTS
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery

Willys-Overland Motor Cars

Electric Lights
Electric Starter

MEX. $2,500.

Overland
"Country Club."



Stability

Willys-Overland motor cars are built and sold under

—*one* executive organization,
—*one* factory management,
—*one* purchasing department,
—*one* sales department,
—*one* group of dealers.

They represent the most comprehensive range of models ever built by any one motor car producer.

There is an Overland or a Willys-Knight car for every class of buyer.

No matter which you select—a Big Four, a Light Four or a Willys-Knight—it is the dominant value in its class, for it has shared in the economies of Overland greatness and stability. Come in and see these cars today.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland
- *5-Passenger Touring Car*
- *3-Passenger Roadster*
- *3-Passenger Touring Coupe*
- *5-Passenger Touring Sedan*

Light Four-Cylinder Overland
- *5-Passenger Touring Car*
- *2-Passenger Roadster*
- *4-Passenger "Country Club"*

Light Six-Cylinder Overland
- *5-Passenger Touring Car*
- *3-Passenger Roadster*
- *3-Passenger Touring Coupe*
- *5-Passenger Touring Sedan*

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The Willys-Overland Company, Toledo, Ohio, U. S. A.
Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

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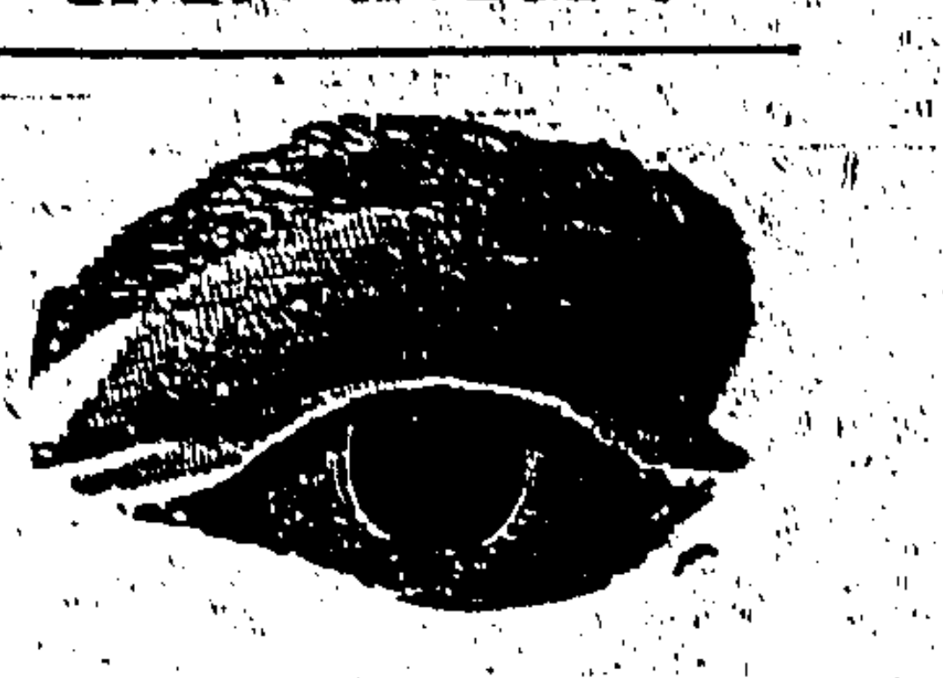

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(Mitsubishi Co.)
COAL DEPARTMENT.

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ESTABLISHED A.D. 1880.

IRON STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers Nos. 35 and 37, Hing Lung Street, (2nd Street, west of Central Market) Telephone No. 515.

Hongkong September 4, 1915.

HONGKONG & WHAMPOA DOCK Co., Ld.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

HEAD OFFICE: KOWLOON. Telephone No. 66.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRINGS	RISE OF TIDE NEAPS
KOWLOON					
No. 1 Dock, Kowloon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No. 2 Dock, Kowloon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Dock, Kowloon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Patent Slip, No. 1, Kowloon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Patent Slip, No. 2, Kowloon	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
TAI-KOK-TSUI					
Cosmopolitan Dock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
ABERDEEN					
Hope Dock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Lamont Dock	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Telephone No. 20 Hongkong. QUEEN'S BUILDINGS.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

Please Address Enquiries to the Chief Manager.

A PATRIOTIC CALL.

THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

PROSPECTUS

Inviting public subscription for 85,000 shares at par ($10 each), upon an increase of the Capital of the Company.

IT is desired and a resolution for that purpose has been passed, to increase the Capital of the Company to $1,000,000 by the issue of new shares, for the purpose of extending the business which is firmly believed will, if so extended, not only prove exceedingly profitable to all interested in the Company, but will also supply a want to local concerns.

The Capital of the Company is now $1,000,000 of which only $78,080 has been paid up and, on this the Company last year made a net profit of $19,817 and paid a dividend of 10 per cent. at the end of the present financial year. It is anticipated that doubling the Capital will at least treble the profit; and, should this anticipation be realized, the Company could pay at least a steady Twenty per cent.

Steel Castings are needed for numerous purposes by all Railway contractors, Engineering and Dock Companies, everywhere in China, and by many small manufacturers. At present a large portion of the Steel products which this Company is able to manufacture is obtained from abroad—at probably great expense—in consequence of the very limited capacity of this Company to carry out orders received. With an increased Capital, enabling more furnaces to be erected, and more labour employed, this Company would then be in a position to supply most of, if not all, the needs for steel castings in this part of the world; for, with the experience now acquired by the General Managers, and by their present head workmen, there should be no difficulty whatsoever in most satisfactorily fulfilling such requirements.

It is much desired that sufficient additional capital be subscribed, beyond that which is required for the further development of the Steel Casting department, in order to enable a plant to be obtained, and set up, for the purpose of rolling Steel Ingots into material for Engineering, Dock, and Building requirements; for which material there is now a great demand.

It is therefore trusted that many persons in the Colony will be found ready to subscribe towards the increased capital desired, both for their own benefit, and for that of the community generally.

The General Managers are ready and willing to enter into any reasonable agreement desired by the Company to continue their services for a lengthy period. Also, if desired by the Company, they are fully prepared to transfer the control to a Board of Directors, comprised of such persons who are in a position to introduce business, as the Company thinks advisable.

The minimum subscription for the new shares now offered to the public, upon which the General Managers may proceed to allotment, is $200,000.

MR. C. BERNARD BROWN of the firm of Messrs. LINSTEAD & DAVIS, Hongkong, is the Auditor of the Company.

A copy of this prospectus has been duly filed for registration with the Registrar of Companies.

Application for Shares should be made to the Company's Bankers, or the office of the General Managers, where forms will be supplied.

GORDON & CO.,
General Managers.
Dated this 22nd day of August, 1917.

REPORT AND STATEMENT OF ACCOUNTS FOR 1916-17.

Report presented to the Shareholders at the Seventh Ordinary General Meeting held at the Office of the General Managers, on Wednesday, the 5th August, 1917 at 11.30 o'clock a.m.

The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up 31st May, 1917.

The net profit for the year ended 31st May, 1917, after allowing for interest, Auditor's Fees and writing off depreciation on Company's Plant, Machinery, Launches and Stock is $19,817.93. This amount together with the sum of $19,548.62 undistributed profit brought forward from last year makes an available balance of $39,366.55 which it is resolved to appropriate as follows;—To place to Reserve Fund $10,000.00. To pay a dividend of $1.00 per share $7,808.00. To carry forward to credit of next year's account $21,558.55.

BALANCE SHEET AT 31st MAY, 1917.

Dr. *Cr.*

LIABILITIES.		$	cts.
SHARE CAPITAL.			
Authorised 100,000 shares at $10 each	$1,000,000		
Issued 7,808 shares at $10 each		78,080	00
MORTGAGE ACCOUNT		5,000	00
SUNDRY CREDITORS including General Managers		20,755	72
PROFIT AND LOSS ACCOUNT.			
Balance as per last account	$19,548.62		
Profit for the year	19,817.93	39,366	55
	$	143,202	27

ASSETS.		$	cts.
Machinery, Melting Furnaces, Foundry Plant and Tools including Annealing and Preheating Chambers and also all rights to secret processes as per last account	$ 83,958.12		
Less sold, &c.	311.25		
	$ 83,646.87		
Less Depreciation	6,227.72		
	$ 77,419.15		
Additions during the year	4,836.86	82,256	01
Value of 2 Launches as per last account	$ 4,500.00		
Less Depreciation	450.00	4,050	00
Office Furniture and Fixtures including valuable drawings as per last account	$ 810.00		
Less Depreciation	81.00	729	00
Stock in trade	$ 27,649.70		
Less Depreciation	795.89	26,853	81
Work in Progress		6,500	00
Accounts Receivable		15,374	35
Cash at Bank and in hand	Bank 7,271.54 P. Cash 167.56	7,439	10
	$	143,202	27

PROFIT AND LOSS ACCOUNT.

For the year ending 31st May, 1917.

	$	cts.		$	cts.
To Interest Account	450	00	By Balance Working Account	28,117	79
" Auditor's Fee	200	00			
" Depreciation on Machy, Plant, Stock, &c.	7,554	61			
" Writing off old Machinery	95	25			
" Profit on the year	19,817	93			
$	28,117	79	$	28,117	79

GORDON & Co.,
General Managers.

I report that I have audited the above Balance Sheet with the books and vouchers of the Company and have found it to be in accordance therewith.

I have received all the information and explanations I have required. No depreciation has been written off Steel Process Patent Rights which appear in the books at their original cost namely $21,369.56. Subject to the foregoing observation in my opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given me and as shown by the books of the Company.

Hongkong, 6th August, 1917.

C. BERNARD BROWN, A.C.A.,
Auditor.

HONGKONG STEEL FOUNDRY CO., LTD.

Form of application for Shares.

To be retained by the Bankers.

This form should be sent entire, with a cheque for the deposit of $10 on each share to the bankers of the Company namely the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

To the General Managers of
HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

Gentlemen,

Having paid to the Company's bankers the sum of $........ being a deposit of $10 per share for..................shares of $10 each of the above named Company I (or we) request you to allot to me (or us)................shares on the terms of the Company's Memorandum and Articles of Association and I (or we) agree to accept the same or any less number that you may allot to me (or us) and I (or we) authorise you to register me (or us) as the holder (s) of the said shares.

Name in full..
Address..
Description..
Date..
Signature..

Receipt for Application Money.

To be returned to the applicant.

Received this........day of .... on account of the Hongkong Steel Foundry Co., Ltd., from.................. ....the sum of $..............................being a deposit of $10 per share upon........................shares of $10 each of the above named Company.

For the **Chartered Bank of India, Australia and China.**

....
Cashier.

N.B.—This receipt when returned to the applicant must be preserved, and if accompanied by receipt for the amount due on allotment, will be exchanged in due course for a certificate.

Should the amount of shares not be subscribed to enable the General Managers to proceed with the allotment, the amount subscribed by each subscriber will be returned without interest.

The Register for application of Shares will be closed on Thursday, 1st November, 1917, at 3 o'clock.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce Brokers and Commission Agents.

PROPRIETORS
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Telegraphic Address
"MEIRION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED).

ON

TUESDAY,

the 11th September, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of ICE HOUSE STREET,

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, BEDSTEADS, CURTAINS CARPETS, PICTURES &c., &c.,

As follows:—

Two Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, comprising Double and Single Brass-mounted Bedsteads and Twin Bedsteads, Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., Dinner Services, Crockery, Glass Ware, Cooking Stoves, Cutlery, Toilet Sets, &c., Bath Room Utensils, Roll-top Desks and Writing Tables, Sundry Electro-Plated Ware, etc.

Electric Reading Lamps, Blackwood and Teakwood Screens, Sundry Blackwood Furniture, including Large 6-Fold Blackwood Screen with 5-Coloured Panels, Overmantel, Engravings, Pictures, etc., etc., Tennis Poles and Netting.

A few lots of Turkish Bath Sheets, Towels, Single and Double Bed Sheets, Bed Quilts, etc.,

Also

PIANO by Collard & Collard.
" Shiedmayer & Sochne, Stuttgart.
Croquet Set (complete), Pianola with about 100 Records and Stand.

(Full Particulars from Catalogue.)

TERMS:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Sept. 5, 1917. 2.34

WHAT WOMEN IN THEIR "FORTIES" NEED

MANY women approach the critical changing period of their lives that comes between the ages of forty and fifty, unmindful of its tremendous importance to their future health and happiness. Not understanding the functional changes taking place in their bodies, they work beyond their strength, often break down, become nervous wrecks, their bodies suffering with fatigue and their weakened nerves trembling at every step. Often in their weakened condition capillary hemorrhage becomes excessive, this added drain compelling them to take to their beds from nervous exhaustion.

What these women need is something that will instantly relieve the pressure on the overworked nerve centers and give them the vitality to stand up under the grueling strain. Wonderfully effective results are given in such conditions by the simple use of Sargol Tablets, a skillful combination of six of the best nerve and strength vitalizing elements known to modern chemistry. These little tablets contain no dangerous habit-forming drugs and are entirely harmless in their action but they quickly build up and strengthen the entire nervous system by feeding directly to the tired devitalized nerve cells, in artificial form, the very necessary elements of which nature is depriving them.

Thousands of women could testify that Sargol Tablets strengthen the jaded nerves, revive the tired brain and put the energy and courage into your body that enables you to stand up under the unusual strain of the changing period.

All the leading chemists in Hongkong have Sargol Tablets for sale.

"Don't worry take Sargol."

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

the 8th September, 1917, at 10.45 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

A MISCELLANEOUS STOCK;

Comprising:—

A variety of Dress Materials including a few pieces of Silk, Prints, Holland, White Linen, Drill, &c., &c., Counterpanes, White Blankets, Handkerchiefs Towels, Toilet Soap, Perfumery, &c., &c., &c.,

And

Sun Hats, a few dozens of Lady's Silk Hose, Gent's. Boots and Shoes, Lace Curtains, &c., &c.,

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 31, 1917. 20.5

THE MESOPOTAMIA TRAGEDY.

MR. ASQUITH'S DEFENCE OF THE EXPEDITION.

MR. LLOYD GEORGE SAYS: "GET ON WITH THE WAR!"

Mr. ASQUITH in the debate on the Mesopotamia Report, said it was clear from the debate that it was the general opinion of the House that it would be unjust that any disciplinary action should be taken upon the report.

If there was to be another inquiry a special tribunal would be preferable, but it was attended by serious and grave drawbacks. What was to be its composition and the basis and scope of the inquiry? It would be absurd to submit to any judges the question whether this statesman or that soldier acted upon miscalculations. The House of Commons was the only tribunal which could say whether such men had forfeited its trust or deserved its censure.

Passing to the wider issues, he said he listened with profound regret to the announcement made by Mr. Chamberlain of his resignation. (Cheers.) With all deference and with the fullest recognition of the chivalrous motives which had dictated his course, he thought the step which the right hon. gentleman proposed to take was uncalled for.

Mr. Chamberlain (rising from a back bench): The step I have taken!

PLAYWRIGHTS OF THE GUTTER.

Mr. ASQUITH said: As to the responsibility of the late Government, of which he was the head, he would say at once in the clearest and most explicit terms that he could not recall any step taken in this war which was more completely warranted by every relevant consideration of policy and strategy, and which was more strongly fortified in advance by the absolute concurrence of expert authority, than was the order to advance on Bagdad. In this decision, through no fault of his own or his colleagues, he had no part. On October 18th he was taken ill at a meeting of the Cabinet, spent three or four days in bed, and after that a few days more in the country, and was debarred by superior orders from all participation in public business until the 27th. He recalled this with no disposition to dissociate himself from what was done. On the contrary, when he learned what was done he fully and wholeheartedly approved. But he was so frequently cast for the part of leading villain by what he might describe as the playwrights of the gutter—(laughter)—that it seemed a pity that he should have for once to be content with the relatively inconspicuous, though highly criminal, role of an accessary after the fact.

With regard to the telegram in which the political advantages of the Bagdad advance were referred to, he complained of the wicked and mendacious perversion by which it had been represented that the Government were eager for an immediate success to restore their waning fortunes at home. That was a foul calumny, and it was known to be a calumny by those who put it forward with characteristic effrontery, and with equally characteristic "cowardice" had tacitly withdrawn it. (Cheers.) The only political considerations were the effect of this proposed advance to Bagdad on the general situation, and especially on the Turkish, Arab, Persian and Indian world.

SIR JOHN NIXON'S RECORD.

Emphasising the unanimity of military opinion, he asked who was Sir John Nixon and what was his record? He did not hesitate to say that at that moment Sir John Nixon was easily the most successful general in all the theatres of war. He had led his troops from one brilliant victory to another. Did anyone maintain that the Government ought to have overruled him and vetoed the advance? If they had done so they would have been called a set of timorous, pigeon-livered politicians—cowardly, pusillanimous, fearful to take risks, afraid of initiative—who had robbed a gallant army of the Crown of its campaign when they refused to allow it to strike a fatal blow to the prestige of the Turks.

As to the breakdown of the medical services, if personal guilt could be brought home by proper evidence to individual officers for the deplorable and horrible sufferings of our troops, no one would have a word to say to arrest judgment or sentence.

The manner in which this report had been travestied, perverted and exploited was one of the most disgraceful incidents in the history of the degradation of the Press. It was a melancholy thing that the traditions of decency and fair play had been thrown in the mire in the case of men who had grown old in the service of the State; and who by the very necessities of their position were unable to defend themselves.

In conclusion, he said even if it were fair all this retrospect was apt to have an injurious effect on the conduct of the war, and to damp the spirit and cripple the initiative of those who were serving the State.

MR. LLOYD GEORGE.

The Prime Minister first associated himself with the eloquent tribute to Mr. Chamberlain, and agreed that there was nothing in the report to justify his resignation. Reading the report, he added, no one could doubt there was mismanagement, and that, as a consequence, thousands of gallant lives were lost under conditions of unspeakable torture. Someone or something was to blame. It was either the system or the individuals working the system—or perhaps both. If the system was to blame it ought to be remedied.

If these persons were guilty, they should be punished. But before punishment was meted out they were entitled to a fair and judicial investigation of the facts. If the House desired to take the second course suggested, and set up a Statutory Committee of the House, the Government were quite prepared to propose it. They wanted to get at the facts. They did not want to shield anyone. It was absolutely indefensible that the House and the Government should be discussing such a matter as this, and he begged the House of Commons to rise above these things, and say to the Government, "Get on with the war." (Loud cheers.)

The motion was talked out, and the House adjourned at 5 p.m.

HOUSE OF LORDS.

LORD CURZON DENOUNCES THE FEROCITY OF THE PRESS.

Earl Curzon, replying on the debate in the House of Lords on the report of the Mesopotamia Commission on behalf of the Government, said the Press had been turned into a machine of illegitimate extremes, and it had been developed on the lines of the witch hunt of barbarous African tribes. He sometimes thought that the fury of the British public to condemn was only equalled by the rapidity with which it forgot. It was possible to be just without being ferocious. (Hear, hear.)

"I have seen the late Prime Minister (Mr. Asquith) singled out as a person specially responsible, but no more responsibility rests upon Mr. Asquith than upon me or Lord Lansdowne, or Lord Crewe, or any other person who was a member of the Coalition Government at that time; and when, too, the present Prime Minister is singled out I say it is a travesty of our traditions of our political life. I doubt very much if ever a decision was arrived at by responsible men that was the result of a greater or more imposing consensus of expert advice providing that an adequate force could be found to take Bagdad, and that we should have a reasonable chance of our being able to remain there. (Hear, hear.)

"The mistakes of the campaign would have been avoided if there had not been existing in India a radically unsound and vicious system of military administration.

"I hope," concluded Lord Curzon, "that this Government and all future Governments may profit from the report of this Commission, but I also hope that while censuring and even punishing those who are guilty we shall not forget our need of recognition and praise of those by whose efforts we are now reaping a harvest that was unhappily sown in agony and tears." (Cheers.)

HORLICK'S MALTED MILK

Pure full-cream milk, enriched with choice malted barley & wheat, in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.

A refreshing and sustaining beverage instantly ready by the addition of hot or cold water only. No cooking. Nourishing and convenient.

Of all Chemists and Stores,
In 3 Sizes, 1/6, 2/6, and 11/- (in England).

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS., ENG.

PATHFINDING IN THE AIR.

[BY A WAR PILOT.]

The Air is a fine pathway for travelling. It has its faults but there it is; no obstructions bar the way. The "surface" is not uniformly good; there are "bumps" to throw you 50 feet up and down, but there are no "blind corners." There are no traps that a skilful pilot cannot elude; and below, stretched out, is the well-marked land for you to follow.

There are woods and roads and railways of which you must never quite lose sight, no matter what you are doing.

Landmarks are easy to follow when you have learned to read them, but very confusing when you have not. A compass is a snare unless you have specialised in its use. The ground is your guide, and from the ground to the map you look when you need to pick up your route.

In the winter in France the marks are easy to follow. Roads and rails show up like dark lines through the snow, and the "strafe" of the shelling turns the earth up all brown, as if a giant hand had swept away the snow.

In the summer it is not so clear, but you know your country as you know your hand, and the long straight roads cannot deceive you.

You know where your pet guns lie and you snatch a glance at their flashes. You know where the nests of "Archies" are. These things are your landmarks.

... over the lines by A. and dodge like fury to fool the Archie gunners below. Round over B. railway station to count the trains and see the piles of stores; a glance at the big gun in C. wood.

Then a flash over beyond D. catches your eye. It is new. It is a newly emplaced gun. The colour of the flash gives a hint of its size.

You away and rock over towards it, pretending to be hanging over something else, but trying to catch the flash again. And at the same time you watch warily against attack on your tail.

Then, in a moment, there is the fatal rattle. A watching Hun has approached unseen out of a cloud just above, while you tried to catch that flash. He is there to protect that gun.

The fight swings and reels; every trick comes into play, and still you must remember the ground below and watch where you are going. Never must the pilot forget the ground.

The Hun may try to lead you into a nest of Archies or away deep over the line into other snares ... or you may strike another air current that will carry you out of your radius of action and leave you to settle down with empty petrol tanks far across his lines.

You see him fall, but perhaps he has led you over strange country, and gathering clouds are blotting your view. What then is to guide you?

There is the general direction which the compass can point; there is the estimate you can make of the speed and direction of the wind.

But more than all, there is your training and experience and that unconscious watching of direction that comes with experience.

You turn and head for home. Soon the familiar landmarks will come into sight; the sheds can be reached if petrol holds out.

But an inexperienced pilot over strange country is like a plainsman in a trackless forest. He wanders in circles, though the marks are there to guide him if he could but use them.

There is an epidemic of irritability, according to the "Church Times," caused mostly by overstrain and fatigue. The remedies suggested include the reading of novels, more sleep (not as the sequel to novel-reading), and "resort to places that are haunts of peace"—St. Paul's or a church, for instance. With the hot weather it has been noticed that strikes and unrest in offices occur. The cure is holidays in many cases. The late Sir Lauder Brunton was a believer in "temper powders" to allay outbursts of irritability.

Compania General de Tabacos de Filipinas.

NUEVO CORTADO EXTRA

$3.25 per 100

A FIRST-CLASS CHEROOT AT A CHEAP PRICE.

A. S. WATSON & CO., LTD.,
CIGAR MERCHANTS,
Telephone 616.

To-day's Advertisements

WANTED.

OFFICE ASSISTANT, Portuguese, with good knowledge of English. Apply in own handwriting.

P.R.
C/o 'China Mail' Office.
Hongkong, August 29, 1917. 2068

PACIFIC MAIL STEAMSHIP CO.

"S.S. "THOR"

FROM SAN FRANCISCO, KOBE AND SHANGHAI.

THE above-mentioned vessel having arrived from above ports, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 12th September at 10 A.M.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 13th September, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.
Agents.
Hongkong, Sept. 7, 1917. 2087

THE CALENDAR.

MEMOS FOR TO-MORROW.

10.45 a.m.—Auction of Miscellaneous Stock at Messrs. Hughes and Hough's.

9 p.m.—Night Fête at the V.R.C.

General Memoranda.

TUESDAY, Sept. 11:—
2.30 p.m.—Auction of Furniture, Pictures, Bath Sheets, Pianos, etc., at Messrs. Hughes and Hough's.

SATURDAY, Sept. 15:—
University Re-opens.
3.30 p.m.—Gymkhana at Happy Valley.

MONDAY, Sept. 17:—
Jewish year 5678 begins.

SATURDAY, Sept. 29:—
Noon.—Douglas Steamship Co's. Meeting.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is $36 per annum; per quarter and per mensem 'pro rata'.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

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Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is $12 per annum; postage $1 per annum extra. Single copies twenty five cents each.

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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THE CHINA MAIL, LIMITED.

The China Mail.

HONGKONG, FRIDAY, Sept. 7, 1917.

SUBMARINE PIRACY AND SHIPBUILDING.

WHILE it is satisfactory to learn that Germany's submarine piratical operations are not now meeting with the same measure of success that attended them a few months ago, the number of ships which are still being sunk week by week shows the submarine to be still the most serious feature of the war. The subject is one which is naturally exciting a good deal of anxious interest in the United States, because of the fact that as time goes on more ocean tonnage than ever will be needed for the transportation of troops and supplies from America to Europe. The Assistant Secretary of the American Navy recently declared in a public speech that "ships are being sunk faster than they are being built," and also that "we have not found an invention that can take care of the submarines." In an article by the London correspondent of the "New York Times," to which great prominence is given and especially to the line "Passed by the British Censor," it is averred that the shipping losses of the Allies total 1,600,000 monthly, "or more than twice the amount of the new construction." These figures were regarded in official circles at Washington as greatly exaggerated and the author of the articles in a further despatch explained that his figures include all ships lost to trade, including those damaged or beached, "as these must be counted as losses, for it is almost impossible to repair them owing to the congestion caused by new construction." The official reports omit damaged and disabled ships. The main purpose of the Correspondent's article, it should be mentioned, was to urge that every craft capable of operating against submarines should be sent to Europe at the earliest possible moment. In this connection Mr. ARTHUR H. POLLEN, a well known British writer on naval subjects, is credited in the American papers with the statement that it is essential for the salvation of the Allies that the submarine menace should be obliterated before March 1st, 1919. That is looking a long way ahead; but that is necessary if failure is to be guarded against. It may be impossible to completely "obliterate" the German submarine, but the defeat of his purpose in this war is not an impossibility. Let us recall what Mr. LLOYD GEORGE said on the subject less than a month ago:—"The building of ships is quickening while many ships have been ordered from abroad. Six hundred and eighty-eight thousand tons of merchant shipping was built in Great Britain during 1915, 538,000 tons in 1916 and 480,000 tons during the first six months of 1917. During the last six months of 1917, 1,420,000 tons of merchant shipping will be acquired by Great Britain, of which 1,100,000 tons will have been built in Great Britain, making the total for the year 1,900,000 tons, besides the large construction of ships for the Navy." But the Prime Minister went on to say that still more shipping is needed and "if the United States exerts her full capacity, as doubtless she is preparing to do, we shall have sufficient tonnage not only for the whole of 1918, but, if necessary, for 1919." When we read of the Assistant Secretary of the United States Navy saying that ships are being sunk faster than they are being built we have to bear in mind that he is speaking at a time when Germany's efforts are meeting with the greatest measure of success they are likely to achieve, while the shipbuilding yards of the world have scarcely begun to turn out the increased tonnage that the lawless operations of the Germans on the seas have called for. From now onward the output of ships not only from British yards but from the yards of every country which possesses them will be greatly increased. "It is no secret that standard cargo ships are being built in every yard in the United Kingdom." In Japan's eleven shipbuilding yards there are 189 steamships, each exceeding 1,000 tons, now building or on which work soon will be begun. The combined tonnage represented is 948,034. The United States' programme of shipbuilding contemplates the construction of 5,000,000 tons in eighteen months, France is contemplating from her yards three times the output of a normal year—so that the conclusion may be drawn that the more clearly the need for increasing the shipping is recognised the greater will be the certainty that the Allies will not lose the war from lack of shipping facilities.

NEWS OF THE DAY.

LOCAL AND GENERAL

Exchange was up again to-day, to 3s. 2¼d.

The first Orders issued by the Adjutant of the Hongkong Defence Corps will be found on page 8.

The Manila Observatory at 11.30 this morning reported the Typhoon to be in about 126° Long. E., and 23° Lat. N., moving N

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of $5 from Lam Man Leung to the funds of the Hospitals.

Reuter learns that "a Provisional Government has been established at Canton, pending the restoration of the Constitution under the leadership of Dr. Sun Yat Sen. The new Government has declared war against Germany and Austria."

FAR EASTERN MEN IN THE WAR.

Mr. G. C. Nazer, of the Yangtsze Insurance Co., at Shanghai, now serving with his Majesty's Forces at the front, was wounded on July 14. Nothing further is stated in the message received at Shanghai.

Lieut. H. E. Molloy, Bucks Battalion, is reported missing August 22. Prior to going home Mr. H. E. Molloy was stationed in Ningpo for the Government Railways.

Second-Lieut. A. C. Young, Irish Fusiliers, eldest son of Mr. Robert Young, proprietor and editor of the *Japan Chronicle*, has been officially reported as wounded and missing on August 16th. Mr. Young's three sons are on active service, and since receiving the official telegram he has received a telegram from a relative saying that Eric (the youngest son, who is a dispatch rider) reports that men saw his brother removed. The word "hopeful" is added to this telegram.

THE THEATRE ROYAL.

FINAL PERFORMANCE BY THE FRAWLEY COMPANY.

For their final performance in Hongkong, the Frawley Company played to an exceptionally full house last night.

The piece, "Paid in Full", was quite up the high standard of plays the Company have been staging during their visit, and the players again scored a distinct success, especially Miss Eva Lang, Mr. Halliday and Mr Homer Barton.

Miss Cordelia Haagar and Mr. G. A. Moore, in twentieth century vaudeville, were a great success, and received hearty rounds of applause on the fall of the curtain.

The Frawley Company will leave behind them many pleasant memories, and they depart with the assurance of a warm welcome should they pay a further visit to the Colony in the future.

CHINESE AFFAIRS.

["Chinese Mail" Service.]

THE SINO-JAPANESE BANK PROJECT.

TERMS OF THE AGREEMENT.

SHANGHAI, Sept. 6.

The principal terms in the agreement relating to the Sino-Japanese Exchange Bank are first, that the bank has the right to issue gold currency notes in China; second, the Bank has the right to establish branches in the interior; third, the Bank has the right of issuing notes for a term of 99 years; fourth, the Bank shall enjoy similar rights to the Government-Banks.

THE ALLIES AND CHINA.

The Allied Ministers met yesterday to discuss the question of China joining the Allies. Owing to the lack of instructions from their home Governments by the Russian Minister, and two others, nothing was definitely settled, but it was decided to hold another conference on September 8.

According to a certain Legation Official, the Allies will accede to China's request that the import duty be increased by five per cent. and to the payment of Boxer indemity being deferred for five years: and also, in case of need, that Chinese soldiers will be allowed to pass through the Tientsin Concessions.

These matters, however, will not be finally settled until there have been further negotiations.

CORRESPONDENCE.

REPRISALS.

(To the Editor of the "CHINA MAIL.")

SIR,—I am sorry to see from your leader to-night that you are rather dispose to favour the policy of reprisals for the enemy air-raids on London. God forbid that we should ever depart from the customs of civilised warfare. We can leave that to the Germans. I am confident that all good Churchmen will share the horror recently expressed by the Archbishop of Canterbury at the very thought of such a policy.—Yours,

B.

Hongkong, Sept. 6th.

"[Good Churchmen may share this horror, but there are, nevertheless, some who do not shrink from advocating the policy in the pulpit. As an instance we may cite the following extract from a sermon recently preached in Ripon Cathedral by the Rev. Canon Waugh: "The time has come for a reconsideration of the subject of reprisals. Forbearance has been in vain. It is construed as weakness and still women and children, our non-combatants and our invalided are massacred 'according to plan.' . . . We may lose the comfortable sense of superior virtue, but what right have the stay-at-homes to indulge sentimental feelings at the expense of others? Let us cast virtue—let us be accursed from Christ if it must be so 'for the sake of our brethren—our kinsmen after the flesh.' But once let the raids cease and all retaliations should cease also." We have adopted the use of gas at the front as a reprisal, and the line between this reprisal and reprisal for the murder of civilians in towns far from the fighting line is surely a very thin one.—ED.] . . .

V.R.C. NIGHT FETE.

Provided the weather keeps fine the night fête at the V.R.C. to-morrow should be most enjoyable. Preparations are well in hand, and when the decorations are completed and the lights swung into position the scene of the fête—the Club's fine swimming bath—will wear an animated appearance. The entries are very good, specially from the Services; as many as four teams of seven men each will compete in the Team Race. We might suggest here that at future Night Fêtes the Team Race might be a challenge between the Army, the Navy and the Club, and perhaps some sporting member of the community could be induced to present a cup. The water polo match should be good and the Boys' Race is sure to be keenly contested. The Ladies' Nomination event, we understand, will be particularly interesting.

Two local men, who shall be nameless, are coming forward to provide the fun and humour and amuse the children. Last, but not least, the musicians who have been playing nightly at the Frawley performances have been engaged. Those who have heard them will agree with us that it will be quite worth while to go to the fête only to hear them.

The first race starts at 9 o'clock and the entrance fee for non-members is a dollar, ladies fifty cents, and children 25 cents. All who have "nothing better to do" can be assured of an enjoyable evening to-morrow night at the V.R.C.

THE MAGISTRACY.

A STORMY INTERVIEW WITH A SOLICITOR.

In Mr. Wood's Court this morning, Mr. R. C. Faithfull summoned Captain John Robert Hudson, master of s.s. *Hoi Ming*, of No. 7 Gordon Terrace, Kowloon, with behaving in a noisy and disorderly manner and using abusive and threatening language intended to create a breach of peace.

Mr. G. R. Haywood appeared for the defendant.

The case arose over a summons issued by Mr. Faithfull on Captain Hudson who, as master of a certain ship, signed receipts for goods ordered by the steward. The Captain went to see Mr. Faithfull and had a talk over the matter of payment and some heated words passed between them and the result was that Mr. Faithfull issued a summons against the Captain.

Mr. Faithfull giving evidence said that on the 21 August about noon, the defendant came into his office. Defendant was very excited. He had a summons to appear on the court on Friday the 24th August and told Mr. Faithfull that his ship was going away that night and he would not be back before the 26th August. Mr. Faithfull told him that he need not appear but could instruct a solicitor to watch the case during his absence. Defendant got excited and used very strong language against Mr. Faithfull and told him he was a d— swine, and put his fist against the latter's face and asked him to try and put him out of the room. Mr. Faithfull rang the bell and called his clerk who also heard the abusive language used by the Captain. Immediately the Captain left, Mr. Faithfull took a note of the language used by the Captain. The Captain told him that he could not take him out of the ship, and Mr. Faithfull answered that he had no desire to do so. The Captain then told him that if he did, Commander Bockwith would have something to say in regard to that and he also advised Mr. Faithfull to look up the Shipping Act.

Cross-examined by Mr. Haywood, Mr. Faithfull said that he did not say to Captain Hudson that he had no time to waste on drunken sailors, nor did he tell the Captain to go to h— out of his office. He did not threaten to take the defendant away from the ship, nor did he say he was a bad enemy for any man if he wished. They were pure inventions. It was not his policy to speak roughly to anyone who came to see him on business. He never used outrageous language, and the term "hell" he only used when speaking on theological matters. He never told the Captain that the latter was a d—— low down fellow, and that it would have been better if he had gone to the front, instead of loafing round here. He never used that expression at all.

Captain Hudson, giving evidence said he went to Mr. Faithfull's office on the 21st August about noon. He was the Master of s.s. *Hoi Ming*. He went to Mr. Faithfull's office because he had been served with a summons. He had torn the summons up. He went to Mr. Faithfull's room, explained the matter and said he could not possibly attend the Court because his ship would not be back till the 26th August. Mr. Faithfull asked him "who the h—— he was." He explained and Mr. Faithfull said he did not care a d—— for him or any other drunken sailor, and to get to h—— out of his office. The Captain became excited and told Mr. Faithfull that he was "a d—— swine" to speak in that rough manner. He shook his fist under Mr. Faithfull's nose and told him that if he was 10 years younger he would punch the — life out of him. Mr Faithfull then threatened to take him out of his ship that same night. He told Mr. Faithfull to look up the Shipping Acts, and that Commander Beckwith would also have something to say on the matter. He was then told by Mr. Faithfull that he could be a very bad enemy if he chose to. He told Mr. Faithfull that he did not care a d— for him or any other — in Hongkong. Mr. Faithfull then told him he could get witnesses but he was not surprised as it was a shady thing to do and quite worthy of him. He was then told that he should be at the front instead of loafing about. Mr. Faithfull then got him by the arm and led him to the door and while going out he, the Captain, *told Mr. Faithfull* that he did not care for him and that he was "a d— swine" to act as he had done.

Mr. Haywood told His Worship that the defendant had no complaint at all against him during the long service he had as Captain on board different ships. He had been in Arctic expeditions and is a F.R.G.S. Sailors were accustomed to use the sort of language that landlubbers did not use. Foreigners were usually very excitable and the defendant was a French-Canadian. Mr. Faithfull must have been excited too, as from what was seen of him in court he could be worked up to excitement point very easily. A man naturally got excited when pressed for a debt incurred by someone else. Defendant was very candid in his replies and the whole affair was only a storm in a tea-cup. His Worship should dismiss the case.

Mr. Faithfull said that the case depended on one man's oath against another. He never used such outrageous language in all his life. He only told Captain Hudson to get out of his office as the latter used very vulgar language. The defendant's story about his threat of arresting him was a pure invention, as he knew very well he could not be arrested.

His Worship fined the defendant $5.

OPIUM CASE.

A Chinese fireman was arrested yesterday afternoon at the Yaumati ferry wharf, Yaumati, for being in possession of two and one half maces of prepared opium not being Government opium. When charged before Mr. Wood this morning, defendant said he bought the opium at Annam for his own personal use.

His Worship fined the defendant $15 with the alternative of 21 days' hard labour.

LARCENY FROM CHINA SUGAR REFINERY.

Before Mr. Wood this morning, an old Chinese employee of the China Sugar Refinery, was charged with the larceny of two pieces of lead valued at $9 from the Refinery works.

Defendant had been employed at the Refinery works for the last 25 years. He said he had taken the lead in order to weight his kerosine lamp, to prevent any accident by his children knocking over the lamp.

His Worship fined the defendant ten dollars.

JAPAN'S SHIPBUILDING CAPACITY.

OVER TWENTY NEW YARDS SINCE THE WAR.

100 NEW BERTHS.

The shipbuilding yards equipped with building berths for the construction of vessels over 1,000 tons in Japan numbered only 6 or 7 before the War, but have been increased to about 30, as tabulated under:—

	No. of building-berths	
Ishikawajima	8	
Asano	7	and 3 under construction
Asano Kobe Branch	4	under scheme
Yokohama Dock	2	
Yokohama Iron Works	2	under scheme
Uraga Dock	5	
Toba	3	
Osaka Iron Works (Sakurajima)	7	
Osaka Iron Works (Innoshima)	6	
Fujingata	3	
Matsuo Iron Works	2	
Ono	3	
Harada (new yard at Kitsugawa)	6	under scheme
Osaka Foundry and Dockyard	5	
Kitsugawa	2	
Hara	2	
Ohhara	1	
Namura	3	under scheme
Matsuda	2	
Asahi	1	
Osaka Ceramic & Dockyard	1	
Kawasaki	5	
Mitsubishi (Kobe)	2	
Mitsubishi (Yokohama)	7	
Yoshiura	5	
Fukagawa	1	(1,000 tons)
Tochigi	1	(")
	94	

There being several new dockyards under contemplation, the aggregate number of the building berths in Japan is likely to attain at least 100 in the course of this year.

According to an expert computation, the average capacity of these berths may be put at not less than 4,000 tons. In case of their capacities being taxed in full, about 400,000 tons would be put out at a time, provided all the necessary building material, and equipments such as boilers, engines, etc., be obtainable without stint.

Calculating the time wanted for the completion of a ship to be 6 months, the total yearly output would be 800,000, which, when it is reduced to a practical issue, might be discounted by 20 or 30 per cent.

At all events, granting that an adequate supply of material be available, the production of 600,000 tons (about 1,000,000 tons d.w.) per year would seem quite feasible.

As a matter of fact, Japan has about 50 vessels amounting to 200,000 tons under construction. But, if the supply of building material should fail, say, in consequence of the American ban on export of iron material, the construction work would have to be brought to a standstill, or at best would be more or less delayed.

Much depends on the supply condition of material, and on this account, what is called Japan's building capacity is, in a sense, on paper.

In fact, the home products of iron material are put at 30,000-35,000 tons only per year, which barely suffice for turning out 70,000 or 80,000 tons. From these stern facts, we cannot but emphasize again the burning necessity to increase the home products of iron by all feasible means.—*Manchuria Daily News.*

SHANGHAI COTTON COMPANY'S DIVIDEND.

Messrs. Moxon and Taylor advise us as follows:—

"We have to-day received cabled advice from Shanghai to the effect that the Shanghai Cotton Manufacturing Co. Ld. has declared a Dividend of Six Taels per share. The Directors propose the following appropriations:—

To Depreciation A/c	Ts 68,722
To Repairs A/c	100,000
Carry forward	22,533

THE FIGHTING ON THE YUNNAN FRONTIER.

A STORY OF MISSIONARY HOSPITAL WORK.

During the recent troubles in China the mission hospitals, says *Church Notes*, have done splendid work in tending the wounded. Our Church has not been behind hand in this good work, as the following account will show. The writer is Dr. H. Gordon Thompson, who is at work in the newly formed station at Yunnanfu, in this Diocese.

. . . . . "When the fighting began I offered, through the British Consul General, to organize Red Cross work, and the offer was gladly accepted by General Tang, with whom I talked over plans. The Army Medical Service could boast of one doctor who had been trained in Japan and one who had been trained in Canton, but the others had only been partly trained in Western medicine.

An old temple, which had been used as a vaccination station by the police officials, was placed at our disposal, and after three days to get the place into shape the first convoy of wounded arrived. We had fixed up about one hundred wooden beds and equipped the place with drugs and instruments, which we had brought in anticipation of our own medical missionary work.

The Rev. Ronald Lankester and Mr. S. B. Collins of the Y.M.C.A. volunteered to assist, and I do not know how I could possibly have managed without these two invaluable helpers, who, day by day, helped with the dressings and operations and made our work as efficient as possible.

The wounded arrived in convoys—the first batch of patients numbered about seventy-five, and were many of them in an awful condition. They had had about fifteen days' journey over mountain trails, the path rising thousands of feet as it wound over mountains and through valleys. An attempt had been made to dress the wounds *en route*, but it was mostly an endeavour to prevent the foul pus from escaping from the wounds. The condition of many of these poor wretches was pitiful in the extreme. One poor boy, only about fifteen years of age, with his knee and leg smashed by rifle fire, died a few days after arrival from sheer exhaustion, the result of the terrible journey and lack of proper treatment. Several died on the way down.

Another man arrived in a litter from which he had not been moved for the whole journey. His lower jaw and tongue had been shot away, and he had had practically no nourishment since he was wounded. The stench was indescribable, and as we removed the blanket which concealed him from view we could hardly realize this was a human being. He weighed a little over four stone. With care and attention he soon began to mend, and after we had removed numerous pieces of dead bone, the condition of his mouth also began to improve. He has since recovered quite a lot of his lost strength, and we have doctored up his jaw and mouth so that he is now quite presentable and can speak fairly well.

After each lot of wounded soldiers had been in the hospital for a few days the Military Governor, General Tang, and other officials came and visited them, speaking to each patient and making them little presents of money and hospital comforts. . . . . . All our patients were provided by the Government with long white gowns with a Red Cross on the sleeve and caps with a Red Cross, making them look like a lot of pastry-cooks, but which made it clear when they went out into the streets that they were the heroes of the struggle.

General Tang visited the hospital, presented medals to all the patients, and was most effusive in his thanks for all that we were doing for his wounded soldiers.

Many have been the expressions of gratitude from the patients themselves as they slowly began to recover health and strength, and many have been the the opportunities to speak a word for the Master. A number of tracts and Scripture have been given to our patients, and quite a number of our convalescents and hospital orderlies have been attending the Sunday services, for the hospital is in the same street as our own mission premises.

One direct result of our work has been the friendly attitude of the officials towards us. There is always a feeling of mistrust when foreigners enter an inland city in China to begin new work. This was shown only last year by two strongly worded anti-foreign articles in one of the local newspapers opposing the purchase of some land which we wanted for our work, but the officials now realize that we have come for the good of the people, bodily and spiritually, and all opposition has been removed—one of the newspapers just recently having an article describing the way in which, day by day, we were caring for the wounded and doing our best to help those in distress.

The officials have put no obstacles in our way in purchasing land for Medical Missionary work, and an excellent site has been obtained for our future work.

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds, croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take.

It not only cures colds and grip, but prevents their resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.

TELEGRAMS.

(Continued from Page 1.)

THE ITALIAN FRONT.

THE STRUGGLE NEAR GORIZIA.

LONDON, Sept. 6.

An Italian official communiqué states:—

The struggle to the north-east of Gorizia continues.

We took prisoners, yesterday, 26 officers and more than 500 men.

We repulsed repeated attacks to the south of the Brestovizza valley, taking 200 prisoners.

We destroyed enemy posts on the Trentino Front.

THE AUSTRIAN ATTACK IN CARSO.

LONDON, Sept. 6.

The Austrian attack in Carso, which was quite foreseen, is apparently a reactionary effort rather than a definite offensive. The operation is designed to lessen the pressure north of Gorizia and to loosen the Italian grip around Hermada.

VENICE BOMBED.

ROME, Sept. 6.

Austrian aviators again raided Venice, during the night.

There were no casualties and no damage was done.

THE VICTORIA CROSS.

AN AMAZING RECORD OF DASH GALLANTRY AND SKILL.

LONDON, Sept. 6.

The most stirring stories of bravery are related in the *Gazette*, in announcing the award of nine new Victoria Crosses, five of the recipients having died.

The most remarkable achievement was that of Second Lieut. Thomas Colyer Ferguson, of the Northamptons.

A tactical situation having developed contrary to expectations, it was impossible for his Company to adhere to the original plan of development and, owing to the difficulties of the ground and the enemy wire, he found himself with a sergeant and five men only. Nevertheless, he carried out the attack and capture of an enemy trench and the disposal of the garrison, and afterwards successfully resisted a heavy counter attack.

Then, assisted by an orderly only, he attacked and captured an enemy machine gun and turned it on the assailants, killing many and driving many others into the hands of the adjoining British. Later, assisted by a sergeant only, he again attacked and captured a second enemy machine gun. He was then joined by other portions of his Company and was so able to consolidate the position.

His conduct throughout is an amazing record of dash, gallantry and skill, and for which no reward can be too great, in view of the importance of the position won.

This gallant officer was afterwards killed by a sniper.

GERMAN ADMIRAL RECALLED FROM TURKEY.

AMSTERDAM, Sept. 6.

Admiral Souchon, the Commander-in-Chief of the German and Turkish Fleets in the Mediterranean, has been recalled.

THE SECRET TREATY BETWEEN KAISER AND TSAR.

LONDON, Sept. 6.

Dr. E. J. Dillon, writing to the *Daily Telegraph*, confirms the report that a secret treaty between the Kaiser and the Tsar was signed. He furthermore declares that he has actually read the document.

PRO-GERMAN PROPAGANDA IN AMERICA.

NEW YORK, Sept. 6.

The police have raided pro-German organisations at Chicago and other cities from where seditious propaganda has been issued under a socialistic guise.

The Secretary of the International Workers of the World Society has been arrested.

AUSTRALIAN PROFITS TAX.

MELBOURNE, Sept. 6.

The House of Representatives has passed the Profits Tax Bill after a stormy debate during which one Labourite was suspended and one was ejected.

SUBMARINE PIRACY.

BRITISH SHIPPING REPORT.

LONDON, Sept. 6.

The Admiralty shipping report for the week ending September 1 shows:—

Arrivals	2,384
Departures	2,432
Vessels sunk (over 1,600 tons)	20
Vessels sunk (under 1,600 tons)	3
Vessels unsuccessfully attacked	0

FRENCH SHIPPING REPORT.

PARIS, Sept. 6.

The shipping returns for the week ending September 2 show:—

Arrivals	828
Departures	743
Vessels sunk (over 1,600 tons)	3
Vessels sunk (under 1,600 tons)	0
Vessels unsuccessfully attacked (steamer)	1

ITALIAN SHIPPING REPORT.

ROME, Sept. 6.

The Italian shipping returns for the week ending September 3 show:—

Arrivals	50
Departures	467
Vessels sunk (steamers)	3
Vessels sunk (sailing ships)	1

One steamer was unsuccessfully attacked.

COMPARISON OF THE RETURNS.

LONDON, Sept. 6.

The *Times* Naval Correspondent writes:—Yesterday's shipping returns complete the August statistics and it is possible to compare the five weeks of August with the figures for April and June.

The total losses of all vessels, including fishing craft, for the five weeks of August were 106, giving a weekly average of 21.2, as against 30.6 for June, and 41.6 for April.

The August average is the lowest yet recorded.

In bigger ships, the total losses in the five weeks of August were 86, giving an average of 17.2. In June the losses of big ships were 101, with an average of 20.2 and in April the losses of big ships were 133, with an average of 26.6.

Vessels under 1,600 tons, total 15, for the five weeks of August, with an average of three, whereas the total for June was 29, with an average of 5.8 and in April the total was 52, with an average of 10.4. Fishing vessels were the same, with the result that the recorded number of losses is smaller and the average lower.

A HOPEFUL PROSPECT.

VIEWS OF A NAVAL EXPERT.

LONDON, Sept. 6.

During a conversation with a representative of Reuter, a high British naval authority, speaking on submarine warfare, said that it must be remembered that Germany is staking everything on the U boat warfare and therefore the signs of intensification are not surprising. There are indications of a larger submarine, approximating the cruiser type, being turned out. However, Germany has no prospect of success within the time she is likely to have at her disposal, for with Germany there must be a time limit. In combatting submarine warfare we had been greatly and increasingly helped by the United States and Japan. With regard to offensive measures against submarines, naturally, the precise figures cannot be given, but the outlook is hopeful. We are making full speed in the defensive steps and in the near future there was every prospect of our being able to neutralise our shipping losses.

FRENCH SHIPBUILDING

PARIS, Sept. 6.

A Ministry of Mercantile Marine has been established and a programme of shipbuilding provides for the laying down of three times the tonnage of the normal year and includes new yards and the use of Colonial docks.

ALLEGED ADMIRALTY CONTRACT FRAUDS.

LONDON, Sept. 6.

The *Daily Mail* states that two graving dock officials at Immingham have been arrested. It is believed they are concerned in a fraud in connection with Admiralty contracts, and that large sums are involved.

BARBAROUS METHODS OF ENEMY SUBMARINE COMMANDERS.

BRITISH TRADES UNION CONGRESS RESOLUTION.

LONDON, Sept. 6.

The Trades Union Congress at Blackpool has unanimously passed a resolution emphatically protesting against the barbarous methods of the enemy submarine commanders, which is calculated to destroy the high and noble traditions of the sea, and also recording the high appreciation of the brave and gallant seamen of the British merchant service.

Mr. Havelock Wilson said that the British seamen had decided that at the end of the war, whatever the Government might do, to see that the Germans were punished for their foul deeds and every crime they committed in future would be included for punishment.

Seamen had a peculiar way of doing things but they got there.

SPEECHES ON THE WAR.

MR. LLOYD GEORGE AT BIRKENHEAD.

LONDON, Sept. 6.

Mr. Lloyd George, in a speech at an Eisteddfod, at Birkenhead, said that Germany did not yet feel the final strain of the war; when she did she would realise the binding value of real freedom. If Russia had enjoyed more freedom in peace time she would have been more united in war time, for unity of action was not the supression of freedom but its highest expression. The affection of the Dominions for the Mother Country would continue to grow and become deeper, more insistent and more compelling as the years rolled by. This was the great day of Empires. The world had never had such powerful Empires confronting each other, rending the firmament with the ferocity of their combat. What would have happened to the liberty of nations but for the British Empire? When the war was over, humanity would recognise how much human liberty owed to the fact that the British Empire was no sham but a reality. When the end of the war came, the British Empire would be a greater reality than ever. Great empires were necessary for protection, security and strength, but small nations were necessary for concentration and intensive effort. The British Empire was made up of four nations, but to-day they were one, in purpose, action, hope, resolve and sacrifice, and, please God, they would soon be one in triumph. (Cheers.)

MR. HENDERSON ON THE ISSUE.

LONDON, Sept. 6.

Mr. Arthur Henderson, M.P., speaking at the Trades Unions Congress, said that now Germany had made democracy and progress almost impossible in other countries, he could not accept the dictum that the form of Government for Germany was a matter only for the German people after the war. He lamented that the division of British Labour prevented them from telling the German Socialists that there could be no settlement of the war until the German Socialists completely smashed those responsible for the war. Mr. Henderson said:—"I know, without doubt, that the Kaiser has endeavoured to form a league of Kings so that they might fight solidly against progressive Democracy in civilised countries, and that showed how nearly disastrous the present form of German Government has been to democracy everywhere." (Cheers.)

A TERRIFIC THUNDERSTORM.

TRAFALGAR SQUARE A LAKE.

LONDON, Sept. 6.

A terrific thunderstorm, lasting for two hours, and accompanied by torrential rain, visited London last night.

Several houses were struck, and Trafalgar Square became a lake. The water swept down the streets in the vicinity, ankle deep.

BOUNTY OFFERED ON OIL PRODUCTION IN AUSTRALIA.

MELBOURNE, Sept. 6.

The Federal Government is offering a bounty of 2½d per gallon of oil produced in Australia during the next four years.

EARLIER TELEGRAMS.

THE FALL OF RIGA.

PETROGRAD NOT IN DANGER.

PETROGRAD, Sept. 5.

The Chief of Staff, General Romanovsky, interviewed, said he considered that no immediate danger threatens Petrograd, owing to the approaching unfavourable weather and the enemy's inability to spare the necessary time and material.

AFFAIRS IN RUSSIA.

MINISTER RESIGNS TO FORM VOLUNTEER CORPS.

PETROGRAD, Sept. 5.

M. Lebedeff, acting Minister of Marine, has resigned in order to form a Volunteer Corps in the interior, and is consulting with General Korniloff regarding the project.

M. Savinkoff, War Minister, takes charge of the Ministry of Marine.

THE ARREST OF THE GRAND DUKES.

FEAR OF POPULAR RALLY.

PETROGRAD, Sept. 5.

The *Bourse Gazette* says that the arrest of the Grand-Dukes Michael Alexandrovitch and Dimitri Pavlovitch was due to the fear of a popular rally in their favour owing to the events in the Riga region, similarly as the disasters in the south-west was the motive for the removal of the ex-Imperial Family to Tobolsk.

THE MUNICIPAL COUNCIL ELECTION.

PETROGRAD, Sept. 6.

The Municipal Council elections have resulted in 73 Revolutionary Socialists, 69 Maximalists, 44 Constitutional Democrats and 12 miscellaneous members being elected.

THE RUSSIAN LIBERTY LOAN.

PETROGRAD, Sept. 5.

The Liberty Loan at present has reached 3,666,000,000 roubles.

AN APPEAL TO THE ARMY.

The Combined Councils of Workmen's and Soldier's Delegates and the Peasants' Delegates have stirringly appealed to the Army with reference to the recent disasters, enjoining it to have done with talk, and warning disobedients that they will be treated mercilessly as traitors, and pointing out that the only road open is that leading forward.

THE ITALIAN FRONT.

BATTLE VIOLENTLY RENEWED.

LONDON, Sept. 5.

An Italian official report states:—The battle on the Julian front has been renewed with great violence.

We captured an important position south-westward of Okroglo.

The battle is raging north-eastward of Gorizia. Yesterday we captured 1,688 prisoners belonging to ten regiments.

The enemy violently attacked between Castagrevizza and the sea.

The enemy gained an initial success between Brestovizza valley and the sea, but our counter-attack re-established the line and yielded 416 prisoners. Two hundred and sixty-one aeroplanes participated in the battle.

Our air fleet, last night, effectively bombarded Pola. All our machines returned safely.

THE WESTERN FRONT.

FRENCH REPULSE ATTACKS.

LONDON, Sept. 5.

A French communiqué states: After a violent bombardment, the Germans launched two attacks on the California Plateau, which were repulsed.

There were lively artillery duels on both banks of the Meuse.

AERIAL ACTIVITY ON BRITISH FRONT.

LONDON, Sept. 5.

Field-Marshal Sir Douglas Haig reports;—We drove back raiders eastward of Klein-Zillebeke.

The artillery firing continues on the Ypres front.

Enemy aeroplanes bombed various places, including the hospital area, causing a few casualties.

We brought down a raider.

Our aeroplanes and balloons co-operated with the artillery throughout yesterday. Despite vigorous attacks we secured a record number of photographs, of which many were taken at great distances behind the line.

The enemy aeroplanes were disinclined to fight, except well east of the line.

We brought down five and drove down nine enemy machines. Seven of our machines are missing.

THE SUBMARINE ATTACK ON SCARBOROUGH.

LONDON, Sept. 5.

The submarine appeared suddenly off Scarborough, at seven in the evening, two miles from the shore, and immediately bombarded the town. A dozen shells fell on the seashore, which was crowded with visitors.

Several other shells fell in the town.

Mine-sweepers rapidly returned the fire, but it is doubtful whether they hit the submarine, which submerged and disappeared in a few minutes.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

THE AIR RAID.

FAMOUS HOSPITAL DAMAGED.

LONDON, Sept. 6.

Further details of the Air Raid show that one of the first bombs struck a Colonial Soldiers' Hut.

Shortly after the Colonials had left another fell immediately before the main entrance to a famous hospital, breaking hundreds of window-panes.

The soldiers pay a tribute to the magnificent behaviour of the women and nurses.

Two men were killed in a hotel opposite.

GERMAN REPORT.

LONDON, Sept. 6.

A German official report, transmitted by wireless, states:—Our aviators carried out a successful night attack on London.

SEDITIOUS UTTERANCES IN AMERICA.

PROSECUTIONS PROBABLE.

WASHINGTON, Sept. 6.

The Department of Justice is inquiring into the seditious utterances of the German-American newspapers, also pacific and other societies. Prosecutions are probable.

THE SILVER MARKET.

LONDON, Sept. 6.

Silver is quoted 48½d. The Market is firm and buyers' demands were not satisfied.

A GERMANO-SWISS AGREEMENT.

CATTLE FOR GERMANY.

BERNE, Sept. 5.

A Germano-Swiss agreement has been ratified by which Germany permits the export to Switzerland of 200,000 tons of coal and 19,000 tons of iron and steel monthly. Germany also permits the export of chemical fertilisers, sugar, seed-corn, straw, benzine and zinc.

Switzerland pays £800,000 monthly for the coal and allows the export of 10,000 head of cattle.

FRENCH CABINET CRISIS ANTICIPATED.

PARIS, Sept. 5.

Several papers anticipate an immediate Cabinet crisis.

FURTHER AMERICAN LOANS.

WASHINGTON, Sept. 6.

The Government, to-day, loaned to Great Britain and France $100,000,000 each.

AMERICAN LABOUR AND THE WAR.

MORAL AND MATERIAL SUPPORT.

MINNEAPOLIS, Sept. 5.

Mr. Gompers, Chairman of the American Alliance of Labour and Democracy, who is presiding at a three day Loyalty Conference, pledged the working classes' moral and materal support in the war against Germany. He undertook to combat propaganda tending to weaken the loyalty and devotion of the masses.

CRICKET AS VIEWED IN JAPAN.

A writer in the *Japan Chronicle* says:—

A friend in Tokyo is very much distressed—as well he might be—at some remarks appearing in a Tokyo magazine recently. He writes:—"Ye shades of ancient cricketers, who departed this life crowned with that immortal honour and glory which cannot be earned in any other walk of life; ye more substantial present-day exponents of the old game: read what appears in the August number of the *Photographic Times*, published in Tokyo. Accept with humility the infallible proof contained in this intelligent composition that the romance, sentiment, sacredness almost (to say nothing of the practical) qualities which we have been in the habit of associating with the game—the game which has grown with the Empire, and which some of us believe helped practically in that construction—are all wild imagination—just so many bubbles, now pricked and definitely disposed of by the pen of this audacious scribe. Perhaps this classic utterance is in some way the outcome of the great efforts now being made to bring about between the peoples of England and Japan a better understanding of each other. "We always were a difficult people to be understood." The reader is now doubtless prepared for the worst, and here it is:—

> "A game of cricket, being promoted by members of the staff of the British Embassy and Mr. Kennedy, was played at the grounds of Hibiya Park, on July 21st. It is a national game of England, seven or eight years old. It only differs from baseball in using a ball of cork wrapped up in leather, having a three pillared gate called the wicket, and a bat resembling a battledore."

The national game of England "seven or eight years old!" What on earth was it, then, that old W.G. used to play some fifty years ago? And what of the Kent v. All England match in 1746, of which the score is still in existence? And what of—but what's the use of talking with a man who says the "only" difference between cricket and baseball is what he says it is! The only suggestion I can make is that the writer should be securely fastened to a three-pillared gate, pelted with balls of cork wrapped up in leather, and biffed with bats resembling battledores until he makes a voluntary confession that cricket is nothing at all like baseball, that it was played—in a more primitive form than that of to-day—before Will Adams arrived in Japan.

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

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AMERICA'S GREAT AIR FLEET.

TO BE BUILT IN RECORD TIME.

The "New York Herald" of July 25th says:—

America's dream of the greatest fleet of aeroplanes and hydroaeroplanes the world has even known is on the verge of accomplishment to-night through the action of President Wilson in affixing his signature and making a law the Aircraft bill, appropriating $640,000,000 for the work. Construction of aircraft and the recruiting of aviators will begin immediately.

The "Herald," by advocating editorially the immediate construction of such a fleet of aeroplanes and hydroaeroplanes and explaining in news interviews the importance of such a step as the best means of defeating Prussianism, is credited by many members of Congress with a share in the achievement. The "Herald" was not alone in the stand that aircraft could be used to the greatest advantage against submarines, since the same stand was taken by some of the foremost strategists in the country.

NEW FLEET WILL BE BUILT.

When it was announced at the White House that Mr. Wilson had signed the bill, which passed the Senate on Saturday, Howard Coffin, Chairman of the Aircraft Production Board of the Council of National Defence, issued a statement announcing in detail the steps that are to be taken to built the aircraft fleet, which will be operated by 110,000 officers and enlisted men of the army and navy. He said:—

"The programme must be carried out with a promptness equal to that displayed by Congress in passing the measure. It is a task demanding all the initiative and power of American industry for its consummation and, just for that reason, one to which the nation will respond. All world's records for industrial development of a new art must be broken. Whatever crimes may later be laid at the door of those who are to direct this work, that of inaction, of slowness in accomplishment must not be one of them. We are prepared to go ahead at once with the expended plans which the appropriation makes possible.

THOUSANDS FOR NEXT YEAR.

"One word of caution only need be said here. Under ordinary conditions at least a year would be required for the industrial preparation which this programme demands. Yet we have no such length of time in which to perform the task now. In spite of our previous inexperience in quantity production of fighting planes we must have thousands of them for next year's use to made the contribution which the Allies expect of us.

"It must be remembered, therefore, that a few months will necessarily elapse before the outward results of our industrial effort will show in the shape of quantities of finished fighting machines. It can be announced, however, that most gratifying progress on this preliminary organization already has been made during the last few weeks, and if it progresses in the future at the stride that has been developed there need be no fear as to America's position in the aircraft field by next summer.

"Within a comparatively short time we shall have enough of the type required for training the thousands of men who will constitute a contribution to the winning of the war equal in importance to the production of machines. America is the last great reservoir of material for war pilots as well as airplanes. Already three of the twenty-four big new training fields are completed and instruction on them has begun. Others are being rushed to completion. Orders for training machines were placed weeks ago, and shipments of the first output already have been made. The output of this most necessary type will continue to increase rapidly, as we already have plants experienced in their manufacture.

"In considering the size of the appropriation, it must be borne in mind the less than half this amount is to be expended in the purchase of airplanes alone. Personnel, training equipment, oversea maintenance, spare parts, flying stations, armament and scientific apparatus, all are to be provided for, and are equally as important as the manufacture of the machines. One hundred and ten thousand officers and enlisted men—an army of the air greater than our standing army of a few months ago—will be needed. The whole project is one which appeals to the imagination of our people and to the genius of our American engineers."

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"MEXICO MARU"	Friday,	14th Sept. at Noon.
"HAWAII MARU"	Wednesday,	26th Sept. at Noon.

FORMOSAN LINE:—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

§ "KAIJO MARU"	Sunday,	9th Sept. at Noon.
§ "JOSHIN MARU"	Thursday,	13th Sept. at 10 a.m.
* "SOSHU MARU"	Thursday,	13th Sept. at 10 a.m.

§ Calling at Tamsui, Keelung via Swatow and Amoy.
* Omitting Tamsui and Keelung.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

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AUSTRALIAN LINE:—Monthly service between Japan and Adelaide, calling a Auckland, N.Z., Sydney and Melbourne.

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JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

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"ORANJE"	8,000	14th September.
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FOR	STEAMERS	TO SAIL
SHANGHAI	Yingchow	Sept. 9, Daylight.
SWATOW & BANGKOK	Luchow	Sept. 10, at 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Sept. 11, at 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	Sept. 11, at 4 p.m.
SHANGHAI	Chenan	Sept. 11, at 4 p.m.
SHANGHAI	Sinkiang	Sept. 13, at 4 p.m.
SHANGHAI	Anhui	Sept. 16, Daylight.

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SHANGHAI via SWATOW	*WINGSANG*	SUNDAY,	Sept. 9, Daylight.
HAIPHONG	*TAKSANG*	SUNDAY,	Sept. 9, at 7 a.m.
SHANGHAI	*WOSANG*	THURSDAY,	Sept. 13, Daylight.
MANILA	*LOONGSANG*	SATURDAY,	Sept. 15, at 3 p.m.
TIENTSIN	*CHIPSHING*	SUNDAY,	Sept. 16, Daylight.

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Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily disorganized owing to the war. Particulars on application.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

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TENYO MARU	22,000	26th October.
†NIPPON MARU	11,000	10th November.
SHINYO MARU	22,000	

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	§INABA MARU, Capt. Higo, Tons 12,500	MONDAY, 8th Oct. at Noon.
KOBE	§NIKKO MARU, Capt. Takeda, Tons 9,600	SUNDAY, 23rd Sept. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	§FUSHIMI MARU, Capt. Irizawa, Tons 21,000	SATURDAY, 22nd Sept. at 11 a.m.
	§HIRANO MARU, Capt. Fraser, Tons 16,000	TUESDAY, 2[illegible]th Sept. at 11 a.m.
	§KAGA MARU, Capt. Komatsubara, Ts. 12,500	SATURDAY, 10th Oct. at 11 a.m.
KOBE	TOTOMI MARU, Capt. Kamada, Tons 8,000	SUNDAY, 9th Sept.
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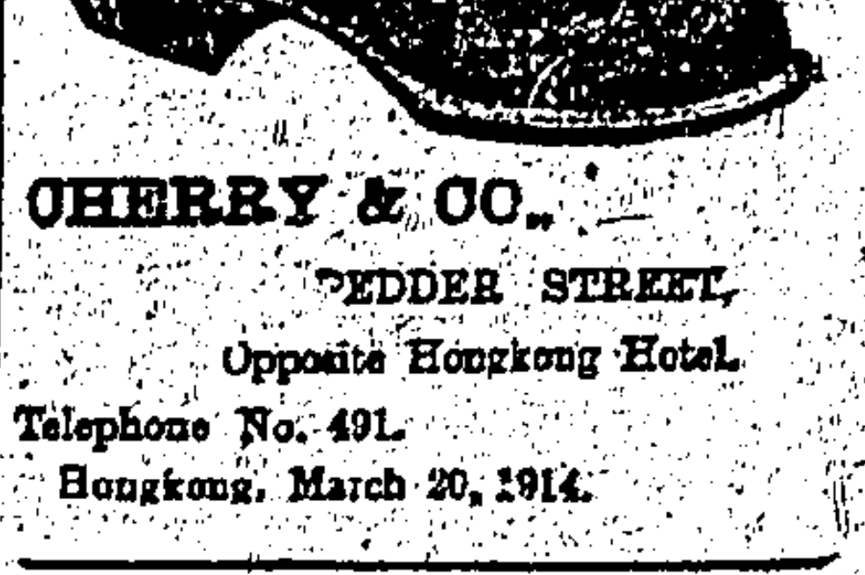

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to Reis. & Canton.

SCOTTISH LETTER.

(*From Our Own Correspondent.*)

EDINBURGH, July 11.

PAISLEY'S FIRST V.C.

The late Captain Arthur Henderson, of the Argyll and Sutherland Highlanders, is the first Paisley soldier to win the Victoria Cross. He was the younger son of Bailie George Henderson, builder, and was only 23 years of age. When the war broke out he was employed with a firm of Glasgow accountants and stockbrokers. He enlisted as a private in the local Territorials, the Argylls; some months afterwards was gazetted Second Lieutenant; went to France and took part in the battles of the Somme; distinguishing himself, he was promoted Captain on the field and was awarded the Military Cross; and for conspicuous bravery he received the Victoria Cross, leading an attack upon the enemy trenches, holding a post that was in danger of being isolated, and maintaining the spirit of his men by cheerful courage and coolness. He was wounded at the beginning of the action and was killed after he had successfully accomplished his task.

Captain Henderson was well known in cricketing circles in the West of Scotland. For several seasons he played regularly in the first eleven of Ferguslie, acted as vice-captain, and was to have been appointed captain the year he joined the colours.

Bailie Henderson's other son, George, Henderson of the Canadians, was also killed in France. The intimation of both deaths reached the Bailie on the same day.

WHAT THE FARMER SAID.

What? Jock Mackay?
Warked here! Ou aye—
Says he, "I'll 'list."
Says I, "Then gae."—
He wasna missed.
What's that ye say?
"What's kin' o' chiel?"
Aweel, aweel!
Jist fair.
He used to drive oor second pair,
And as I tauld him jist last term,
"Ye'r no' much guid and no' much herm,
An' kin' o' through-ither on a ferm."—
What? Michty me!
Won the V. C.!
Are ye feelin' dry?
Aweel! Ou aye!—
Man, aft said I,
"We'll hear things yet o' Jock Mackay?"

HARRY LAUDER AT THE FRONT.

Everyone has heard of the extraordinary success which attended the "mission" of that well-known Scot of the music-halls, Mr. Harry Lauder, to the Scottish battalions in France and Flanders. "It was the great event of the season at the Back of the Front," writes a gallant General. Another officer says that "it was the finest illustration I ever had of Mr. Arthur Balfour's phrase about 'the great task of cheering each other up.'" And a striking account of a concert now comes from the pen of Mr. G. A. Gwynne. He says,—The popular comedian—and I would like to add the great patriot—kept his listeners in fits of laughter for nearly an hour. Incidentally it was one of several performances that day, and between the performances he had found time to visit the grave of his boy. At the end of the evening's amusement, Mr. Lauder was asked to speak, and I give his speech to the best of my recollection, because it seemed to me to interpret in a picturesque form the ideals and issues involved in this terrible war.

"'Boys,' he said, 'do you know what you are fighting and dying for I'll tell you. One winter's afternoon, just as the light was falling I was resting in my lodgings between two performances. As I looked out of the window, I saw in the lower part of the road lights appearing one by one. The lamplighter was at work. Gradually the dark street became bright. Bit by bit the light spread up to the street in front of me, and went on up the hill, each light driving away the darkness of the winter evening. Boys, you are lamplighters. You are dying every day in order that your children and your children's children shall enjoy the light of civilisation and the comfort of freedom.'

"Hearty cheers of keen understanding greeted this speech, but not a sound was uttered by his audience when he proceeded to tell the story of his visit that day to the grave of his boy. I cannot help quoting what he said, in spite of the fact that he was speaking without a thought of being reported. But his words burned with such splendid patriotism and will be such comfort to others who have lost their dear ones that I am sure he will forgive the indiscretion.

"'To-day,' he said, 'I was at the grave-side of my dear boy, killed in action. I had only one prayer and desire, and that was God would allow the grave to open for a minute so that I could kiss him on each cheek and thank him for what he had done for his country.'"

A RAEBURN RECORD.

A Raeburn portrait sold at Christie's made a new record for the work of the great Scottish painter. It was the famous picture of the MacNab of that Ilk, and is a large full-length. He is represented as standing in a mountain pass dressed in all the glory of his Highland uniform as Lieutenant-Colonel of the Breadalbane Fencibles. Armed with dirk, broadsword, and pistol, his fine old head is crowned with a bonnet of black and white feathers. The appearance of this superb Raeburn in the sale-room aroused as much interest in war time as it would have done in peace, and after a keen fight with a fellow Scot, it was knocked down to Sir Thomas Dewar, Bart., at £25,400. Higher prices have been paid for portraits of women, but never in this country for a man's portrait. Raeburn's previous record was £23,000 for his Mrs. Williamson. Within recent months Sir Thomas Dewar has bought two other well-known pictures of Scottish subjects,—Landseer' "Monarch of the Glen" and Gibb's "Thin Red Line."

IN THE GLEN.

Lieut. E. A. Mackintosh, of the Seaforths, in his latest work, "The Highland Regiment," has the following poem, under the title of "Anns An Gleann's an Robh Mi Og,"—

In the glen where I was young,
Blue-bell stems stood close together,
In the evenings dewdrops hung
Clear as glass above the heather;
I'd be sitting on a stone,
Legs above the water swung,
I a laddie all alone,
In the glen where I was young.

Well, the glen is empty now,
And far am I from them that love me,
Water to my knees below,
Shrapnel in the clouds above me:
Watching till I sometimes see,
Instead of death and fighting men,
The people that were kind to me,
And summer in the little glen.

Hold me close until I die,
Lift me up; it's better so;
If, before I go, I cry,
It isn't I'm afraid to go:
Only sorry for the boy
Sitting there with legs aswung
In my little glen of joy,
In the glen where I was young.

MISCELLANEA.

To-day's Table Topic—The return of the potato.

An interesting feature of Lord Rosebery's estate at Dalmeny is a group of trees, each tree planted by some person of distinction. There is a tree by King Edward, one by his gracious Consort, and others by Lord Morley and Mr. Gladstone. There is also a tree planted by the present Kaiser; but on a recent visit I was amused to see that the "identification disk" had been judiciously removed by a careful head forester.

An angler in the Highlands asked his boatmen when the loch was at its best for fishing, in an east wind or a west one. Tonal preferred the east wind; Tougal backed the west. Then said Tonal, "It will be best of all after a shower." And, added Tougal, drawing a hard hand across a dry mouth, "And the lock will always be best after a dram."

OBITUARY.

Mr. Tom Wilson, King's African Rifles, (killed in action), was the well-known Rugby forward football player with the Hawick, Clydesdale, and Carlisle clubs. When the war broke out he came home from the Malay States, where he held a civil engineering appointment, and at once enlisted, subsequently seeing service in East Africa. In July last he received the Military Cross for gallantry in the field. He was a son of Mr. Thomas Wilson, schoolmaster, Roberton, Hawick.

James A. Trotter, M.A., for many years German master in the Royal High School, Edinburgh. He was a conspicuous member of the R.H.S. F.P. cricket team, and performed many notable feats with the bat and ball. In 1890 he captured 104 wickets for the low average of 5.31 runs; in 1896 he dismissed five Gala batsmen with five successive balls; and he captured the whole of the Blairlodge team for 21 runs, and the West of Scotland team for 24 runs, while he opened one season in a sensational manner by performing the "hat trick" in three successive matches.

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both suffer if you are a victim to constipation. The remedy is

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For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.
Hongkong May 14, 1916. 517

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund... 600,000

BANKERS.
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong April 16, 1917.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853

HEAD OFFICE, LONDON

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,800,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, May 7, 1917.

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORISED CAPITAL } f. 60,000,000— (£5,000,000
PAID-UP CAPITAL } f. 60,000,000— (£5,000,000
RESERVE FUND } f. 9,237,149— (£ 769,765

HEAD OFFICE—AMSTERDAM.

Branches at
The Hague, Rotterdam.

HEAD AGENCY—BATAVIA.

Branches at
BANDJERMASIN,
BANDOENG,
CHERIBON,
DJEMBER,
DJOKJAKARTA,
KOTA RADJA,
MAKASSAR,
MEDAN,
PADANG,
PALEMBANG,
PEKALONGAN,
PENANG,
PONTIANAK,
RANGOON,
SAMARANG,
SHANGHAI,
SINGAPORE,
SOERABAIA,
SOERAKARTA Solo)
TANDJONG-BALE,
TEBING TINGGI (Deli)
TEGAL,
TELOK BETONG,
TJILATJAP,
WELTEVREDEN

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—The Union of London and Smith's Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

J. F. VAN REES,
Agent.
Hongkong, Feb. 15, 1917.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL...Yen 48,000,000.00
PAID UP CAPITAL... ... " 36,000,000.00
RESERVE FUND ... ... " 21,300,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT
ANTUNG-HSIEN
BOMBAY
CALCUTTA
CHANGCHUN
DAIREN (DALNY)
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HANKOW
HONOLULU
HARBIN
KOBE
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LONDON
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LYONS
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NEWCHWANG
NEW YORK
OSAKA
PEKIN
RYOJUN (PORT ARTHUR)
SAN FRANCISCO
SHANGHAI
SINGAPORE
SYDNEY
TIEHLING
TIENTSIN
TOKYO
TSINANFU
TSINGTAU

Interest allowed on Current Accounts
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, July 18, 1917.

NOTICE.

HIGH-CLASS PRINTING
AND
BOOK BINDING.
DONE AT
THE CHINA MAIL OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars Programmes, Menus, etc., etc. Artistically Arranged and Carefully Printed.

Clean Proof and prompt delivery warranted.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

APPOINTMENT.

Corporal H. W. Petley, Machine Gun Company, to be Sergeant Instructor. Corporal Petley is appointed Lance Sergeant, dated 5th September 1917.

STRENGTH.

Private R. Innes is permitted to resign under the provisions of Section 7 (2) of the Military Service Ordinance, 1917.

PROMOTION.

Lance Corporal F. Meade, "A" Company, No. 1 Platoon, to be Corporal, dated 5th September 1917.

LEAVE.

R.Q.M.S. J. Rodger is granted 2 months' sick leave, from 7. 9. 17.

Spr. P. Tester is granted 3 months' leave, from 28. 8. 17.

Spr. N. MacArthur is granted 1 months' leave from 1. 9. 17.

Spr. G. B. Layton is granted 1 months' sick leave, from 21. 9. 17.

Spr. W. Toon is granted 3 weeks' leave, from 10. 9. 17.

ORDERS.

Orders for Artillery Company by Captain J. H. W. Armstrong, V.D.

PARADES.

Monday, 10th September:—

5.30 p.m. Right Half Company (formerly Belchers 6" Section) at Belchers Battery, Range Takers class only.

5.30 p.m. Left Half Company (formerly Artillery Battery) at Belchers Battery, Range Takers only.

Tuesday, 11th September:

7.30 a.m. Right Half Company at Belchers Battery.

7.30 p.m. Left Half Company at Belchers Battery.

Thursday, 13th Sept:

5.30 p.m. Left Half Company (Gun numbers other than specialists) at Belchers Battery.

Friday, 14th Sept:

7.30 a.m. Right Half Company (Gun numbers as detailed) at Belchers.

5.30 p.m. Right Half Company (Layers and Setters' class only) at Belchers Battery.

Left Half Company (Layers and Setters only) at Belchers Battery.

Orders for Infantry Battalion by Major H. A. Morgan.

PARADES.

Monday, 10th Sept.:—

4.15 p.m. Members of the Corps formerly in No. 1 Platoon "A" Coy H.K.V.R. at Lower Tram Station under Lieut. H. R. B. Hancock, T.E.T. (Grouping) Dress, Drill Order without rifles.

5 p.m. Members of the Corps formerly in No. 5 Platoon "B" Coy. H.K.V.R. at Kennedy Road Range under Lieut. B. Branch, T.E.T. (Grouping) Dress, Drill Order without rifles.

5.10 p.m. Machine Gun Company (members of the Corps formerly in the Centre Section M. G. Co.) drill at Kowloon Dock, Hongkong, residents proceed by launch from Statue Wharf, at 4.20 p.m. Dress, Drill Order without rifles.

5.15 p.m. Machine Gun Company (members of the Corps formerly in the Machine Gun Section, H.H.V.R.) at Wellington Barracks. Dress, Clean Fatigue.

5.15 p.m. Signalling Section (members of the Corps Headquarters. Privates Gompertz, Mattingley and Wilson will parade at 5.30 p.m. Dress, Clean Fatigue.

5.30 p.m. Mounted Section at Jockey Club Stables. Dress, Drill Order.

5.30 p.m. "A" Company, Nos. 1, 2 and 3 Platoons (members of the Corps formerly in the Right Section M.G. Co. and Scouts Company) on Murray Parade Ground. Tests of Elementary Training. Dress, Drill Order with pouches.

5.30 p.m. Recruits of all units (formerly H.K.V.C.) on Murray Parade Ground under Corporals Grimes, Edgeumbe, Edmonds and Meade. Dress, Drill Order.

Tuesday, 11th Sept.

7.10 a.m. Machine Gun Company (members of the Corps formery in the Scouts Company M.G. Detachment) at J. B. Headquarters.

4.45 p.m. Members of the Corps formerly in No. 2 Platoon "A" Coy. H.K.V.R. at Lower Tram Station under 2nd Lieut. A. M. Thornhill, T. E. T. (Grouping). Dress, Drill Order without rifles.

5.00 p.m. Members of the Corps formerly in No. 6 Platoon "B" Coy. H.K.V.R at Kennedy Road Range under Lieut. C. W. Beswick, T.E.T. (Grouping) Dress, Drill Order without rifles.

5.15 p.m. Mounted Section on Cricket Ground (dismounted). Tests of Elementary Training. Dress, Drill Order with pouches.

5.30 p.m. "A" Company, No. 4 Platoon (members of the Corps formerly in the Left Section M. G. Co. and the Civil Service Company) at D.C. Headquarters. Section drill and Visual Training. Dress, Drill Order.

5.30 p.m. Stretcher Bearer Section at D. C. Headquarters.

5.30 p.m. Signalling Section (members of the Corps formerly in the Signalling Section, H.K.V.C., "A" and "B" Classes) at Happy Valley, Heliograph and Flag Station work. Dress, Drill order without rifles.

Wednesday, 12th September:—

4.45 p.m. Members of the Corps formerly in No. 3 Platoon "A" Coy. H. K. V. R. at Lower Tram Station under 2nd Lieut. R. Sutherland, T. E.T. (Grouping). Dress, Drill Order without rifles.

5.00 p.m. Members of the Corps formerly in No. 7 Platoon "B" Coy. H. K. V. R. at Kennedy Road Range under 2nd Lieut. F. H. Thomas, T. E. T. (Grouping). Dress, Drill Order without rifles.

5.30 p.m. "A" Company, Nos. 1, 2 and 3 Platoons (members of the Corps formerly in Right Section M. G. Co., and Scouts Company) at Headquarters. Tests of Elementary Training. Dress, Drill Order with pouches. Recruits (formerly in H.K.V.R.) on Cricket Ground under Sergt. Oxberry.

Thursday, 13th Sept:—

7.10 a.m. Machine Gun Section (members of the Corps formerly in Scouts Company M. G. Detachment) at D. C. Headquarters.

5.00 p.m. Members of the Corps formerly in No. 4 Platoon "A" Co. H.K.V.R. on Kennedy Road Range under Lieut. J. Owen Hughes, T. E. T. (Grouping). Dress, Drill Order without rifles.

5.15 p.m. Signalling Section (members of the Corps formerly in Signalling Section, H. K. V. R.) at Defence Corps Headquarters. Privates Gompertz, Mattingley and Wilson will parade at 5.30 p.m. Dress, Clean Fatigue.

Friday, 14th Sept:—

5 p.m. Members of the Corps formerly in No. 3 Platoon, "A" Coy., H. K. V. R. on Kennedy Road Range under 2nd Lieut. R. Sutherland, T. E. T. (Grouping). Dress, Drill Order without rifles.

5.30 p.m. Recruits of all units (formerly H. K. V. C.) on Murray Parade Ground under Corporals Grimes, Edgeumbe, Edmonds and Meade. Dress Drill Order.

5.30 p.m. Recruits (formerly H.K.V.R.) on Cricket Ground under Sergt. Oxberry. Dress, Drill Order.

5.30 p.m. Signalling Section (members of the Corps formerly in Signalling Section H.K.V.C. "A" and "B" Classes) at Happy Valley. Heliograph and Flag Station work.

Saturday, 15th Sept:—

7.10 a.m. Members of the Corps (formerly in Scouts Company), as detailed by Sergt. Major Ramsay, at D. C. Headquarters. Tests of Elementary Training.

Members of the Corps formerly in No. 8 Platoon "B" Coy. H.K.V.R. and others resident in Kowloon will complete their T. E. T. (Grouping) at Kowloon under Sergeant Major Cooke. Time and Place to be notified later.

DETAIL.

On duty from the morning of Sunday, 9th Sept. to the morning of Sunday 16th Sept. members of the Corps formerly in "B" Company, H.K.V.R.

Orderly Officer, 2nd Lieut. G. C. Moxon.

On duty Sept. 16th "A" Coy. No. 3 Platoon (formerly Right Sec. M. G. Co.)

On duty Sept. 17th "A" Coy. No. 4 Platoon (formerly Left Sec. M. G. Co. & Civil Service Coy.)

On duty Sept. 18th: Machine Gun Company (formerly Centre Sec. M.G. Co.)

On duty Sept. 19th: "A" Coy. No. 1 and 2 Platoons (formerly Scouts Co.)

On duty Sept. 20th: "A" Coy. No. 1 and 2 Platoons (formerly Scouts Co.)

On duty Sept. 21st: "A" Coy., No. 3 Platoon (formerly Right Sec. M.G. Co.)

On duty Sept. 22nd "A" Coy., No. 4 Platoon (formerly Left Sec. M.G. Co. & Civil Service Co.)

Orderly Officer from 16th to 22nd Sept. Lieut. H. W. B. Kennett.

Hongkong, 7th Sept mber, 1917.

"THE BEST OF ALL"

JEYES' FLUID

PRICES
1 gal. $3.25
5 " $15.00
40 " $100.00

PRICES
1 gal. $3.25
5 " $15.00
40 " $100.00

ALEX. ROSS & Co. (*Sole Agents*)
4, Des Vœux Road, Central,
HONGKONG.

SILIMPOPON (SEBATTIK) COAL

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebattik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal
Company, Limited.

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PATELL & CO.
ORIENTAL PRODUCE
EXPORTERS,
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Branches:—
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BOMBAY.
HEAD OFFICE: King's Buildings
HONGKONG.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write c/o "China Mail" Office or direct to No. 152, Wellington Street, first floor.

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POST OFFICE NOTICES.

Mails for Europe via Suez are despatched as opportunity offers but only correspondence specially marked is forwarded by that route and no particulars of such mails can be given.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco, cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

OUTWARD MAILS.

Registered and Parcel mails close 15 minutes earlier than the time given below, unless otherwise stated.

Mails will close for:—

PHILIPPINE ISLANDS.
Per *Yuensang*, at 2 p.m., on Saturday, the 8th Sept.

HAIPHONG.
Per *Taksang*, at 5 p.m., on Saturday, the 8th Sept.

SHANGHAI & NORTH CHINA.
Per *Yingchow*, at 5 p.m., on Saturday, the 8th Sept.

SWATOW, SHANGHAI & NORTH CHINA.
Per *Wingsang*, at 5 p.m., on Saturday, the 8th Sept.

SWATOW, AMOY & FORMOSA Via KEELUNG.
Per *Kaijo Maru*, at 9 a.m., on Sunday, the 9th Sept.

HAIPHONG.
Per *Kaifong*, at 10 a.m., on Tuesday, the 11th Sept.

JAPAN Via MOJI, HONOLULU, HILO, SAN FRANCISCO, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE & VALPARAISO.
Per *Anyo Maru*, at 11 a.m., on Tuesday, the 11th Sept.

WEIHAIWEI & TIENTSIN.
Per *Huichow*, at 3 p.m., on Tuesday, the 11th Sept.

SHANGHAI & NORTH CHINA.
Per *Chenan*, at 3 p.m., on Tuesday, the 11th Sept.

SHANGHAI, NORTH CHINA, JAPAN Via KOBE, HONOLULU & SAN FRANCISCO.
Per *Equador*. Registration at 10.15 a.m. Letters at 11 a.m., on Wednesday, the 12th Sept.

SHANGHAI & NORTH CHINA. **(Europe via Siberia).**
Per *Sinkiang*. Registration at 2.15 p.m. Letters at 3 p.m., on Thursday, the 13th Sept.
[Shanghai Chi. P.O., Monday, 17th Sept.]

PHILIPPINE ISLANDS, AUSTRALIA, NEW ZEALAND. Via PORT DARWIN, & NEW GUINEA Via THURSDAY ISLAND.
Registration at 10.15 a.m. Letters 11 a.m., on Friday, the 14th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Hai Hong*, at noon, on Friday, the 14th Sept.

EXCHANGE.

Hongkong, Sept. 6, 1917.

On London—	
Bank Wire	3/2
" On demand,	3/2⅛
" 30 days' sight	3/2¼
" 4 months' sight,	3/2½
Credits, 4 months' sight,	3/3¼
Documentary, 4 months' sight	3/3⅜
On Paris—	
On demand,	430
Credits, 4 months' sight,	452½
On New York—	
On demand,	75⅜
Credits, 60 days sight,	—
On Bombay—	
Wire	—
On demand,	nom.
On Calcutta—	
Wire	—
On demand	nom.
On Singapore—	
On demand,	134⅞
On Manila—	
On demand,	151
On Shanghai—	
On demand	nom.
30 days' sight (private paper)	—
On Yokohama—	
On demand,	147¼
Gold Leaf, 100 fine (per tael)	37.00
Sovereigns (Bank's buying rate)	[illegible]
Silver (per oz.)	48⅛d.
Bar Silver in Hongkong	[illegible] p. mon.
Chinese Copper Cash	[illegible] pm.
Chinese Copper Cents	[illegible] pm.
Rate of Native Interest	[illegible] p.a.
Chinese Sub. Coin	5/16 dis.
Hongkong Sub. Coin	par.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour,	10 cents
Half hour,	20 "
One hour,	25 "
Three hours,	50 "
Six hours,	70 "
Day (6 a.m. to 6 p.m.),	$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour,	0.60 cents.
Three hours	$1.00
Six hours,	1.50
Day (6 a.m. to 6 p.m.),	2.00

III.—In the Hill District.

	With 2 Bearers	*With 4 Bearers.*
Quarter hour,	$0.15	$0.30
Half hour,	0.20	0.40
One hour,	0.30	0.60
Two hours,	0.50	0.80
Three hours,	0.70	1.00
Six hours,	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong if engaged in Victoria.

Ten minutes,	5 cents.
Quarter hour,	10 "
Half hour,	15 "
One hour,	20 "
Every Subsequent hour,	20 "

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour,	5 cents.
Half hour,	15 "
Hour,	20 "
Every subsequent hour,	10 "

III.—Taipo Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than:—

To 4th mile—		
single	75 cents	1 hour.
return	$1.00	2 hours.
Beyond 4th to 6th mile—		
single	$1.20	2 hours.
return	$1.50	4 "
Beyond 6th to 9th mile—		
single	$1.75	2½ "
return	$2.00	5 "
Beyond 9th to 11th mile—		
single	$2.00	3 "
return	$2.50	7 "

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

I

	Not exceeding per passenger.
From Slaughter House to Sailors' Home	04 cents.
From Sailors' Home to Government Civil Hospital	04
From Government Civil Hospital to Clock Tower	04 "
From Clock Tower to Race Couse	10 "
From Clock Tower to Bay View House	12 "
From Wanchai Market to Bay View House	08 "
From Bay View House to Quarry Bay	08 "

II.—In the City of Victoria

	Not exceeding per passenger.
Quarter hour,	10 cents.
Half hour,	10 "
One hour	20 "
Two hours,	35 "
Three "	50 "
Four "	60 "
Five "	70 "
Six "	75 "
One day from 6 a.m. to 6 p.m.	$1.25

III.—Beyond Victoria.

	Not exceeding per passenger.
One hour,	25 cents.
Two hours,	45 "
Three "	60 "
Four "	75 "
Five "	85 "
Six "	90 "
One day from 6 a.m. to 6 p.m.	$1.50

If a vehicle is discharged beyond the limits of the City of Victoria half fare extra is to be allowed for the return journey.

IV.—In Kowloon.

	Not exceeding per passenger.
Quarter hour,	$ .40
Half hour,	.60
One hour,	.80
Two hours,	1.40
Three "	2.20
Four "	2.40
Five	2.80
Six	3.00
One day from 6 a.m. to 6 p.m.	5.00

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

HONGKONG REGISTER.

	Previous day at 7 p.m.	On date at 6 a.m.	On date at 3 p.m.
Barometer	29.78	29.75	29.70
Temperature	85	78	85
Humidity	75	97	74
Direction of Wind	E	CALM	CALM
Force	3	—	0
Weather	c	cf	o
Rain	0.15	0.00	0.00

Highest open air Temperature on the 6th 88
Lowest open air Temperature on the 6th 78

F. Claxton, Director.
Hongkong Observatory, Sept. 7, 1917.

WEATHER REPORT.

September 7th. 10h. 46m.—Warning to Coast Ports, Formosa and Manila:—Typhoon in Lat. 22° N. Long. 128° E., moving northwards.

September 7th. 12h. 7m.—Pressure has decreased quickly over N. Japan, and slightly to moderately over S. Japan, the Loochoos, Formosa and northern Luzon; it has increased slightly to moderately elsewhere. A moderate anticyclone is situated to the south-east of Japan, the northern depression has moved eastwards to the north of Hakkaido, and an area of relatively low pressure covers the N. China Sea. The typhoon is situated to the S.E. of the Meiaco Shima Islands, moving N.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.01 inches, against an average of 68.16 inches.

Forecast for the 24 hours ending at noon on the 8th September:—

1.—Hongkong to Gap Rock: N. to W. or variable winds, light to moderate; fair.

2.—Formosa Channel: N. winds, moderate to fresh.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHTS IN SEPTEMBER.

The following Table shows the Standard Time at which Official Night ends and begins during the month of Sept., 1917:—

Date.	Ends.		Begins.	
Sept. 7th,	5.56	a.m.	6.47	p.m.
8th,	5.56	"	6.46	"
" 9th,	5.56	"	6.45	"
" 10th,	5.57	"	6.44	"
" 11th,	5.57	"	6.43	"
" 12th,	5.57	"	6.42	"
" 13th,	5.58	"	6.41	"
" 14th,	5.58	"	6.40	"
" 15th,	5.59	"	6.40	"
" 16th,	5.59	"	6.39	"
" 17th,	5.59	"	6.38	"
" 18th,	5.59	"	6.37	"
" 19th,	5.59	"	6.35	"
" 20th,	6.0	"	6.35	"
" 21st,	6.0	"	6.34	"
" 22nd,	6.0	"	6.33	"
" 23rd,	6.1	"	6.32	"
" 24th,	6.1	"	6.31	"
" 25th,	6.1	"	6.30	"
" 26th,	6.2	"	6.29	"
" 27th,	6.2	"	6.28	"
" 28th,	6.2	"	6.27	"
" 29th,	6.2	"	6.25	"
" 30th,	6.2	"	6.24	"

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 7, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Wl'ostock	6 a.	29.83	67	—	NNW	3	b
Memuro	5 a.	29.61	—	—	NNE	1	—
Hakodate	"	29.58	—	—	WSW	6	—
Tokio	"	29.89	—	—	SW	1	—
Kochi	"	29.95	—	—	NNE	1	—
Nagasaki	"	29.01	—	—	SSE	1	—
Kagoshima	"	29.94	—	—	WNW	1	—
Oshima	"	29.87	—	—	SE	1	—
Naha	"	29.71	—	—	E	5	—
Ishi'jima	"	29.64	—	—	N	4	—
Bonin Island	"	30.02	—	—	SE	1	—
Weihaiwei	6 a.	29.89	71	97	N	3	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.85	79	95	—	0	o
Gutzlaff	"	29.84	78	92	—	0	b
Sharp Pk	"	29.78	81	83	W	1	b
Amoy	"	29.77	82	75	ENE	1	b
Swatow	"	29.75	80	100	N	1	b
Taihoku	5 a.	29.75	75	91	E	2	b
Taichu	"	29.73	73	—	—	0	b
Tainan	"	29.72	84	—	ESE	2	o
Koshun	"	29.69	79	—	NNW	2	o
Pescadores	"	29.71	79	—	N	4	o
Canton	6 a.	29.75	79	95	S	1	c
Hongkong	"	29.75	78	97	—	0	cf
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.68	79	95	NNW	2	bf
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi		—	—	—	—	—	—
Hoihow		—	—	—	—	—	—
Phulien	7 a.	29.75	77	96	NE	4	b
Tourane	"	29.73	73	—	NW	2	o
C. St. James	"	29.78	73	—	NW	4	o
Aparri	6 a.	29.71	77	91	ESE	2	o
Dagupan	"	—	—	—	—	—	—
Manila	"	29.73	75	96	—	0	
Legaspi	"	29.75	75	71	NW	1	
Tacloban	"	—	—	—	—	—	—
Iloilo		—	—	—	—	—	—
Surigao	"	29.78	75	96	S	1	o
Guam	4.20	29.89	73	—	—	0	o
Labuan	6 a.	29.73	78	95	W	2	b

T. F. Claxton, *Director.*
Hongkong Observatory, Sept. 7, 1917.

1. Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. Temperature, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew, wet).

7. Rain in inches, tenths and hundredths.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Storekeepers.

SHARE REPORT.

SEPTEMBER 7th, 1917.

Stock and paid up Value.	Q'tions 11.30 A.M.	Last Dividend and date.	Approximate Return based on last year's div.
BANKS.			
Hongkong & S'hai $12½	$575 s.	Interim of £2-3/- a/c 1917	6½ p.c.
MARINE INSURANCES.			
Cantons $ 50	$320	$7 final making $25 a/c 1915 and Interim of $18 a/c 1916.	7 p.c
North Chinas £5	T. 100	Int. div. of 15 % = 15/- at 3/6 5/16, $4.25 per share a/c 1916	5½ p.c.
Unions $100	$790 s.	Final of $2? and bonus of $10 a/c 1915 and Interim of $30 a/c 1916	7 p.c.
Yangtszes $ 60	$190	$15 making $31 for 1915 and special of $3 on account 1916	11 p.c
FIRE INSURANCES.			
China Fires $ 20	$131	$7 and bonus $2 for 1915.	6½ p.c.
Hongkong Fires $ 50	$300	$27 for 1915	9 p.c.
SHIPPING.			
Douglas Steamship $50	$61	Int. of $5 a/c 1916-1917.	16½ p.c.
Steamboats $ 15	$17½	$1.25 for 1916	7 p.c
Indo-Chinas— (Preferred) £5	$35	Final of 3/- a/c 1916	6 p.c.
(Deferred) £5	$89	Final of 40/- a/c 1916	21 p.c.
"Shell" Transports £1	108/6 b.	5/- final making 7/- a/c 1916 free of income tax Coupon 28	3 p.c.
"Star Ferry" $ 10	$29	$1.65 dividend & 45 cts. Bonus for year ending 30-4-16	7 p.c.
REFINERIES.			
China Sugars $100	$92	$12 for 1916	12 p.c.
Malabon Sugars P. 30	$29	P. 5 for 1916	13½ p.c.
MINING.			
Kailans £1	40/ b.	Int. div. of 1/- free of income tax, making 10% a/c 1916-1917 coupon No. 9	7 p.c.
Langkats drs. 10	T. 14 s.	Tls. 1 for 1916	6 p.c.
Raubs £1	$2.60 s.		—
Tronoh Mines £1	23/6	1/- interim making 4/- a/c 1916	15 p.c.
Ural Caspians £1	32/	9 % for 1915	—
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$73 ss.	8 % for 1916 & bonus $2	9 p.c.
H.K. & Whampoa Docks $	$113½	Interim of $2½ a/c 1917.	9½ p.c.
Shanghai Docks T. 10	T. 76	Tls. 9 for year ending 30-4-17	8 p.c.
HOTELS LANDS AND BUILDINGS			
Hongkong Hotels $ 5	$94½ ss.	$3 a/c half year ended 30-6-17	6 p.c
Central Estates $100	$90	$7 a/c 1916	7 p.c.
Hongkong Lands $100	$88 b.	Interim of $3½ a/c 1917	8 p.c.
Humphreys Estates $ 10	$6 b.	50 cents for 1916	7½ p.c
Kowloon Lands $ 30	$33	$2 for 1916	6 p.c.
West Points $ 50	$78 b.	Interim of $3 a/c 1917	7 p.c.
Shanghai Lands T. 50	T. 92	6 % final making 12 % a/c 1916	7½ p.c.
COTTON MILLS.			
Ewos T. 50	T. 160 s.	Tls. 9 for year ending 31-10-16	5½ p.c.
Shanghai Cottons T. 50	T. 129	Tls. 6 div. a/c year ended 30-6-16.	5 p.c
Kung Yik T. 10	T. 14 b.	Tls. 0.90 for 1916	6¼ p.c.
Yangtszepoos T. 5	T. 5 b.		—
Orientals,	T. 36 b.		—
MISCELLANEOUS.			
China-Borneos 12	$6½	70 cts. for 1916	8½ p.c.
Light & Powers $ 5	$4½	p.c. for year ending 28-2-06	—
China-Providents $ 10	$7½ b.	70 cents for 1916	8 p.c.
Dairy Farms $ 6	$23	$3 for year ending 31-7-16	13 p.c.
Green Islands $ 7½	$7 s.	80 cents for 1916	11 p.c.
Hongkong Electrics $ 10	$48½	$2½ a/c 1916/17 Bonus 75 cents	6 p.c.
Hongkong Ices $ 25	$149	$2 interim a/c 1917	
Hongkong Ropes $ 10	$26½ b.	$1 interim a/c 1917	10 p.c.
Hongkong Tramways	$6	Interim of 9 % a/c 1917	9½ p.c.
H.K. Steel Foundry	$10½ b.	$1 a/c year 31-5-17	10 p.c.
Peak Tramways $ 10	$9 s.	7 % for 1916/1917	7½ p.c.
do. (new) $ 1	90 cents		
Steam Laundry $ 5	$3 b.	35 cents for year 31-5-17.	6½ p.c.
Union Waterboats $ 7	$13	12½ % for 1916	10 p.c.
Watsons $ 10	$6	60 cents for 1916	10 p.c.
William Powell $ 7	$6½ s.	50 cents for 1913/1914	—

s.—sellers, ss.—sales, b.—buyers.

Telegraphic Add: "RIALTO."
Telephone No. 990.—P.O.B. No. 111.

MOXON & TAYLOR,
Share and General Brokers.

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